SUPPLEMENT

TO THE

FORTY-SECOND ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES FOR THE CALENDAR YEAR 1909.

MARINE

REPORTS

OF THE

HARBOUR COMMISSIONERS

FOR

MONTREAL, QUEBEC, TORONTO, BELLEVILLE, THREE RIVERS, NORTH SYDNEY AND PICTOU.

...EPORTS OF PORT WARDENS

REPORTS OF PILOTAGE AUTHORITIES, SHIPPING MASTERS; WRECKS AND CASUALTIES; LIST OF CERTIFICATES GRANTED TO MASTERS AND MATES.

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1909

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
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1910

]No. 23—1910]

OTTAWA, May, 1910.

Hon. LOUIS PHILIPPE BRODEUR,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit, herewith, the supplement to the forty-second Annual Report of the Marine branch of the Department of Marine and Fisheries, being for the year 1909, and containing reports of the Harbour Commissioners of Montreal, Quebec, Belleville, Three Rivers, North Sydney and Pictou; reports of port wardens; report of pilotage authorities; report of wrecks and casualties; reports of shipping masters; list of certificates granted to masters and mates.

I have the honour to be, sir,
Your obedient servant,

G. J. DESBARATS,
Deputy Minister of Marine and Fisheries.

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APPENDIX No. 1.

ANNUAL REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE YEAR ENDING DECEMBER 31, 1909.

Report of the Operations carried out by the Harbour Commissioners of Montreal in the Port of Montreal during the season ending December 31, 1909.

Hon. L. P. BRODEUR, K.C., M.P.,
Minister of Marine and Fisheries.

SIR,—The commissioners have the honour herewith to submit their annual report, covering work undertaken and accomplished from 1st January to 31st December, 1909, within the port of Montreal, which they trust will meet with your approval.

They desire first of all, sir, to convey to you their appreciation of your hearty co-operation, and to thank you for the many occasions upon which the services of your department were placed at the disposal of the commissioners.

The year 1909 marked the completion of one hundred years since the first boat driven by steam churned the waters of the St. Lawrence. The old *Accommodation*, with a 75 ft. keel and drawing 6 ft. started on her first trip from Montreal to Quebec on November 3rd, 1809, making the passage in 36 hours actual sailing time. The same trip was made by the SS. *Laurentic*, 15,000 tons, of the White Star—Dominion Line, in less than 10 hours, drawing 29 ft. 6 in. of water.

New Steamship Lines.—The season of 1909 witnessed the inauguration of the following new steamship lines :—

The White Star Line service between this port and the port of Liverpool, placing on the St. Lawrence route their two new steamships the *Laurentic* and *Megantic*, each having a gross tonnage of 15,000 tons.

The Canada Line, passenger and freight service, between Montreal and Rotterdam and Hamburg, with the following steamships: *Willehad*, *Nassovia*, *Maartensdyk*, *Prinz Adalbert*, *Prinz Oskar*, *Zyldyk*, *Kaandyk*.

The Thomson Line early last year ordered two steamships, the *Tortona* and *Saturnia*; the former arrived in Port in October, and on the 19th November sailed for Naples, Italy, thus establishing a new and direct service between the port of Montreal and the Mediterranean.

Two large tugs the *Sin-Mac* and *J. O. Gravel*, built to the order of the Sincennes McNaughton Line, in Scotland, arrived in the harbour in June, having crossed the Atlantic ocean under their own steam.

Safety of the St. Lawrence Ship Channel and Night Navigation.—The safety of the St. Lawrence ship channel to Montreal has been emphasized this year more than ever. Passenger and cargo vessels of 15,000 tons, such as the *Laurentic* and *Megantic* have used it throughout the entire season, with no untoward incident marking their first year's run to this port. To-day captains of ships declare the St. Lawrence to be the best lighted and buoyed channel in the world, and it is due to their recommendation that the Mersey Docks and Harbour Board of Liverpool have, during the past season adopted the type of gas buoy used on the St. Lawrence river.

The popularity of the St. Lawrence route for passenger business is becoming more manifest every year.

It is a pleasure for the commissioners to state that the modern aids to navigation installed on the St. Lawrence, for which the Honourable the Minister of Marine and Fisheries is responsible, has been the means of adding no less than 60 days to the season of navigation, and thereby secured for the ships one-third more time in which to do their business.

Depth of water in the ship channel during the season of navigation:—

May	38′ 10½″
June	36′ 4″
July	32′ 11″
August	32′ 3″
September	31′ 4″
October	30′ 10″
November	30′ 2½″

There has been in the St. Lawrence ship channel for the first two months of our season of navigation a low water depth of 36′ 0″, which would permit of the *Mauretania* navigating the channel to Montreal. From August to November the depth varied from 32′ 3″ to 30′ 2½″, thus giving a clear low water depth of 30′ 2½″ (or an average depth of 33′ 3″) during the entire season of navigation.

Entertainment of distinguished visitors.—Among the distinguished visitors which the commissioners had the honour of entertaining during the year were :—

Harbour Commissioners of Quebec.
The Duke and Duchess of Macclesfield.
Sir Ed. James, Lord Mayor of Bristol.
Rt. Hon. James Bryce, Brit. Ambassador at Washington.
Sir Joseph Ward, Premier of New Zealand.
Sir Sanford Flemming.
Dr. Fitchett, Australia.
Sir Robert Perks, M. P.
James Goldie, Clyde Navigation trustee.
Prof. Biles, Architecture, Glasgow University.
Ontario Retail Hardware and Stove Dealers Association.
Convention of Canadian Clubs.
"Back to Montreal" visitors.

Administration.—The summarized statement of operations for the year, prepared by the secretary treasurer, Major David Seath, and verified by the auditors, Messrs. Riddell, Stead, Graham and Hutchison, C. A., and the transaction of the general business of the commission has been faithfully and efficiently carried out.

Grain Elevator.—The past season has been the best in the history of the elevator, as may be seen from the following statement of grain handled during the past three years, which figures need no comment :

During	1907	the elevator handled	1,078,289	bushels.
"	1908	" "	8,661,350	"
"	1909	" "	11,554,262	"

Notwithstanding the fact that although from the beginning of the season day and night shifts were employed, the elevator on several occasions was not able to handle the trade offering.

To its splendid situation, being accessible to all railways over the harbour terminals and to all cartage companies, is due its increased popularity during the past season for the storage of local delivery grain. Owing to this, export trade had to be turned away through lack of space. To cope with the increased demand for storage space for export grain, the commissioners in the early part of the season found it necessary to regulate taking grain for local delivery, which temporarily met the situation.

New Marine Tower.—The commissioners have under order, at the present time another marine tower, capable of unloading grain at the rate of 17,000 bushels an hour, which will be installed, ready for operation, at the opening of navigation 1910, and will permit of lake carriers being unloaded in one-third less time than heretofore.

Extension of New Grain Conveyor System.— Last season the system of grain conveyors connecting the elevator direct with 10 of the new steel sheds so that ships might receive grain at their own berths, day or night, without interfering with the loading or unloading of general cargo, was completed. Although this really constituted the largest grain conveyor system in the world, the commissioners decided this year, in order to met the demands of the shipping interests to extend the system to the four sheds on the Jacques Cartier pier, which extension was completed and in operation at the end of October, so that vessels now berthing at any of the 14 steel sheds in the central portion of the harbour may have grain loaded into their holds without moving.

While the facilities for handling grain at this port in 1910 will be better than ever before, through the addition of the extra marine tower and the extension of the conveyor system to the Jacques Cartier pier, the port of Montreal will in no sense be properly equipped to take care of the large quantity of grain expected in the fall of 1910 from Victoria harbour and other Georgian bay ports, over the Canadian Pacific and Grand Trunk railways.

Hitherto the harbour elevator has been entirely fed with water-borne grain by way of the canals. Large storage capacity erected by the railways at Georgian bay points will necessitate similar storage capacity at the ocean terminals. This rail-handled grain business will be new business for the harbour, and provision must be made to take care of it. Large storage capacity, means a constant supply of cargo for the ships which is most desirable.

Wharf Cleaning and Road Repairing.—The work of this department has been done in a very creditable manner giving general satisfaction to the increased traffic on the wharfs. Harbour roads have been kept in excellent condition throughout the season.

Fire Protection.—The commissioners' fire tug *St. Peter* was again this year at the disposal of the port, and did excellent service on several occasions, notably in connection with the fire on board the steamer *Prescott*, on August 27th, 1909.

The hand hose reels, placed on each of the high level piers, in the fall of last year have also been of great service in extinguishing cargo on fire in the sheds.

The fire stations have been inspected regularly every week, and contain, 1 village reel, 500 feet rubber lined hose—lengths of 50 feet—1 cut off valve, 1 crowbar, 6 firemen's axes, 2 lanterns, 6 shovels, 4 firemen's belts and keys, 60 feet of rope.

Paymaster's Department.—The auditors have regularly inspected the paying of all employees as an additional caution against mistakes. It is a pleasure to record the perfect working of this most important branch under outside supervision.

Purchasing Department.—The work of this department during the past year has been done in a most thorough manner. The system of stock keeping inaugurated last year enabling the purchasing agent to know any minute the actual quantities of all the different stocks on hand at the commissioners' different stores and ships in the harbour, has been most valuable and has resulted in considerable saving.

Life Saving Department.—During the past season weekly inspection of ladders, ropes, poles and life buoys, distributed by the commissioners throughout the harbour at convenient points has taken place.

There have been in commission, 132 life buoys, 132 life buoy poles with crescent hooks, 394 life ladders.

Saw Mill.—This department has been steadily employed during the season of navigation receiving, sawing and delivering timber and lumber of all kinds for use in the construction and maintenance of harbour property.

Traffic Department.—The very satisfactory result obtained from this department since its organization at the beginning of 1907, was more than maintained during the season of 1909.

The number of cars received and despatched largely exceeded that of 1908, while the nnmber of cars loaded direct at the sheds more than doubled.

The movement of cars was carried on with locomotives purchased by the commissioners last year, which were found to be most satisfactory for the class of work to be performed.

To the superintendent, Mr. J. Vaughan, and his assistants must be given the credit for taking care of the vast amount of traffic to the general satisfaction of the shippers and importers using the port, not a single complaint having reached the commissioners during the season.

Dry Dock Accommodation.—There is still no equipment in the port for the repair of ships, although the commissioners have spent much time in an endeavour to secure this long-needed addition to the port. Two definite proposals were received from resposible firms, both of which were laid before the government.

Sewers Discharge into the Harbour.—The city of Montreal has of necessity several sewer outlets into the harbour, two of which empty into still water basins, viz. :—one at Windmill Point and the other into the basin between the Alexandra and King Edward piers. The city has been repeatedly called upon to have the sewers extended so that the outlets would discharge into running water.

Several years ago complaint was made to the Provincial Board of Health concerning the outlet into the basin between the Alexandra and King Edward piers, and the city was ordered to have the outlet removed to a point in the St. Mary's current, which order was never complied with. The commissioners, in order to, in some way abate the nuisance, created by the discharge from the said sewer, have dredged out the deposits yearly after putting the city en demeure and holding them responsible for the loss.

In September last the Provincial Board of Health was notified of the failure of the city by the commissioners to comply with the order issued to have the sewer extended to the St. Mary's current and asked that action be taken against the city which resulted in an order being issued by the Provincial Board of Health requiring the city to commence or cause to be commenced in May, 1910, the works necessary to suppress the nuisance, and to have the same carried out in such a manner that they will be completed by the 1st November, 1910, and failing so to do the city will be liable to a penalty of $25 a day for every day that the order remains unexecuted after the expiration of the time given.

Porterage Charges.—The season of 1909 will be remembered by importers of freight through the imposition of a percentage charge by the shipping companies of from 6d. to 1s. 6d. on all good landed in the port of Montreal for local distribution. For this charge the shipping companies are reported to have rendered no service. In the ports of Liverpool, Manchester, &c., where a well organized system of master porterage is established, the following and all other operations incidental thereto are performed :—

Receiving,
Sorting or selecting goods to bill of lading mark,
Weighing,
Measuring,
Marking,
Seribing,

Examining for external damage and separating goods accordingly,
Piling or stowing on the quay,
Unpiling or unstowing.
Restowing,
Skipping,
Filling on the quay,
Trucking,
Refilling,
Stowing ready for gauger,
Watching,
Delivering,
Loading off.

Opening, Taring } When required by customs or consignee of goods.

Coopering or mending, Classifying damage, Lotting for sale on quay, Labelling } When required by consignee of goods and under his direction.

Boundaries of Harbour.—In the month of May an Act was passed by the federal parliament extending the jurisdiction of the harbour of Montreal, over the whole of the river St. Lawrence, with the exception of the ship channel, from Bout de l'Isle to above the Victoria bridge, a distance of 17 miles. This area comprises all the land under water and the beaches on both sides of the river up to high water mark, including the whole of Ile Ronde.

Floating Crane.—The 75 ton floating crane, ordered from Messrs. Vickers Sons & Maxim, arrived in the harbour in the early part of July, and has been employed with great satisfaction to both the shipping interests and the commissioners. This crane is believed to be the largest floating crane on the continent, was tested to its full capacity of 75 tons in July, has been of pronounced service in the harbour during the season, notably in raising the steamer *Prescott*, which caught fire and sunk at her berth. No port is complete without lifting equipment of this kind, and although it can hardly be expected to increase directly the revenue of the port, it unquestionably puts Montreal in a position to command classes of freight hitherto not possible.

New Wharf.—A new concrete wharf 450 ft. in length and 200 ft. in width was completed for the use of the Canada Cement Co. and other industries situated in that vicinity, at Sections 71 and 72.

Upper Floors of Sheds.—Two electric transporters were installed in the upper floors of sheds Nos. 2 and 9 at the beginning of the season, as experimental equipment to increase the efficiency of these floors.

Appointment of A. D. Swan.—Mr. A. D. Swan was appointed resident engineer on February 1st, 1909, and has had charge of important engineering works during the season. His services and experience have been of great value to his department.

PLANS FOR THE FUTURE.

It will be remembered that much time during the last three years has been devoted to a careful study of plans for the future development of the port. During 1907, the services of an English expert were called upon who spent three months during the busy summer season studying local conditions in the port. Upon the information obtained, a scheme of port development was drawn up and presented with detail plans to the commissioners.

In January, 1908, the commissioners authorized the president and chief engineer to proceed to Europe and study the different port plans of the great harbours abroad. Four months were consecrated to the work.

The commissioners instructed Mr. F. W. Cowie, chief engineer, on his return, to prepare a development scheme for the port. Nine months were devoted to this work, on the completion of which both schemes were submitted to a board of distinguished Canadian engineers composed of—F. W. Cowie, chief engineer; John Kennedy, consulting engineer; G. J. Desbarats, deputy minister of Marine and Fisheries; Louis Coste, member, International Waterways Commission; Ernest Marceau, superintending engineer, Quebec canals; A. St. Laurent, assistant deputy minister of Public Works; engineer, Georgian bay canal; Henry Holgate, consulting engineer. On October 30th, 1909, the board presented a unanimous report recommending a scheme to be carried out in sections, year by year, the principal features of which are that it will—

1. Double the capacity of the port.
2. Lessen St. Mary's current so that water porterage from one end of the harbour to the other may be possible, thus making the river frontage in the east end of the city as valuable as the centre now is and reducing the cartage charges over the whole area.
3. Give an all-the-year-round railway service from Point St. Charles to Bout de l'Isle, open on equal terms to every railway doing business in Montreal.
4. Reduce the handling charges on every ton of freight coming to the port.

The commissioners are pleased to record that the scheme of extensions endorsed and recommended by the Board of Consultative Engineers includes, with one exception, the complete scheme prepared at their direction by chief engineer, F. W. Cowie, with several important improvements and modifications suggested by the board, considered especially valuable in view of their wide experience.

The rapid growth of the country, the immense increase in her transportation needs, make it obligatory to proceed with the utmost despatch, in establishing terminal facilities at Montreal which will not only retain Canadian trade for Canadian seaports, but will also offer a competitive trade route, available for a large portion of exports and imports of the western states.

The commissioners desire to express their thanks, for kind co-operation during the season, to Board of Trade, Chambre de Commerce, Corn Exchange, Shipping Federation, railways, merchants, ship captains, pilots, cartage companies, stevedores, longshoremen.

To the excellent work of the Canadian press in making known the advantages of the port is due a large part of the prominence which Montreal has received during the year.

To the hearty interest taken by the different departments to bring the port's efficiency up to first rank is due one of the most successful years in the history of the port.

Respectfully submitted,

G. W. STEPHENS, *President*,
L. E. GEOFFRION,
C. C. BALLANTYNE,
Commissioners

SESSIONAL PAPER No. 23

REPORT OF THE SECRETARY-TREASURER OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE YEAR ENDED DECEMBER 31, 1909.

MONTREAL, March 21st, 1910.

G. J. DESBARATS, ESQ.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith for the information of the Honourable the Minister of Marine and Fisheries, summarized statement of the operations of the corporation for the year ended 31st December, 1909.

The receipts on revenue account were as follows :—

Harbour revenue	$	413,648 83
Rental of harbour sheds		101,500 00
Traffic department, switching cars		104,266 43
Grain elevator		65,987 90
Floating crane		2,369 00
Total	$	687,772 16

The harbour revenue of $413,648.83 shows an increase of $26,781.55 over that of the previous year, made up as follows—

Wharfages on imports	$	8,387 58
Wharfages on exports		2,600 41
Local warfages		14,483 38
Rentals, &c		1,310 18

The revenue from the rental of 14 sheds $101,500 shows an increase of $72,500 over that of the previous year, which was for 7 sheds, and the expenditure on that account was $114,803.33.

The traffic department revenue was $104,266.43, of which $7,561.50 was on account of 1908, and the balance $96,704.93 on account of 1909, an increase of $35,922.98 over that of the previous year.

The grain elevator revenue was $65,987.90, an increase of $20,636.34 over that of the previous year, and the expenditure on that account was $81,312.14.

The revenue from the floating crane, which was in commission for part of the year, was $2,369 against an expenditure of $5,997.69.

The total disbursements chargeable to revenue were $686,710.73, an increase over that of the previous year of $32,617.60, of which $25,407.62 was for interest on loans.

The amount disbursed on capital account was $878,570.92 as follows :—

New steel sheds	$	276,496 25
Harbour improvements		244,640 37
Elevator conveyors and equipment		185,302 00
Grain elevator No. 1		127,000 00
New floating crane, balance		39,844 27
Locomotives, balance		228 03

The following loans on capital account were received from the government : —

Under Act 61 Victoria, chap. 47	$	60,000
Under Act 6–7, Edward VII., chap. 30		1,005,000
Total	$	1,065,000

The debenture debt of the corporation on the 31st December, 1909, was $13,092,000 of which $1,972,000 is to the public and $11,120,000 to the Dominion government, upon which the average rate of interest is 3·14 per cent.

I have the honour to be, sir,
Your obedient servant,
DAVID SEATH,
Secretary-Treasurer.

HARBOUR COMMISSIONERS OF MONTREAL.

Summarized Statement of the Operations for the Year 1909.

Balance and Receipts.		Revenue.	Capital.
		$ cts.	$ cts.
Balance from 1908			$311,565 37
Receipts 1909.			
Collector of Customs :			
Wharfage dues on imports	$208,927 55		
do do exports	97,733 00		
		$306,660 55	
Wharfinger, local traffic		75,636 58	
Rental of harbour tracks and properties		30,930 14	
City of Montreal, interest on Laporte bridge		421 56	
Rental of harbour sheds		101,500 00	
Traffic department, switching cars			
On account of 1908	$ 7,561 50		
do 1908	96,704 93		
		104,266 43	
Harbour Commissioner's grain elevator No. 1, elevating charges, &c.		65,987 90	
Floating crane		2,369 00	
Richelieu and Ontario Navigation Co., raising Str. *Prescott*			$3,000 00
Security deposits from sundry contractors			3,079 80
Dominion Government :			
Under Act 61, Victoria, chap 47			60,000 00
Under Act 6-7, Edward VII, chap 30			1,005,000 00
Balance and receipts on capital account			1,382,645 17
Receipt on revenue account			687,772 16
Total receipts			2,070,417 33
Interest paid during the construction of the grain elevator and steel sheds out of revenue, transferred to Capital Act, 8-9, Edward VII, chap. 25.			355,000 00

Disbursements and Balance.		Revenue.	Capital.
		$ cts.	$ cts.
Refund of wharfage outwards		22 04	
Accident account		82 47	
Advertising account		231 25	
Buoys and beacons		287 87	
Annuity		600 00	
Refund of wharfage inwards		744 75	
Harbour survey		2,215 26	
Premium employer's liability		5,764 84	
Fire protection service		8,702 18	
Harbour lighting		8,870 25	
Miscellaneous expenses, printing, stationery, travelling, legal and notarial, &c		11,041 73	
Salaries, commissioners and staff		43,433 08	
Harbour repairs, harbour tracks, &c		125,132 76	
Interest		277,469 09	
Harbour sheds, interest on cost	$102,079 63		
Interest, maintenance, &c	12,723 70		
		114,803 33	
Harbour Commissioners grain elevator No. 1			
Interest on cost	28,967 82		
Wages, power &c	52,344 32		
		81,312 14	
Floating crane			
Interest on cost	3,022 24		
Wages, &c	2,975 45		
		5,997 69	
Raising Str. *Prescott* (See contra for credit)			* 3,000 00
Hochelaga construction			221 66
Flood wall railing			467 85
Harbour of Montreal			1,000 00
Harbour plant			1,780 56
New latrines			1,815 31
Windmill point warf			1,949 88
Traffic department, plant account			2,228 03
Spoil bank, section 55			2,918 93
Harbour improvement, new appraoch			3,161 89
New wharf, section 21			4,182 99

Windmill point basin			5,275 73
Harbour extension			8,136 69
Ship channel dredging			10,115 20
Harbour railway			17,518 90
Raceway No. 1			16,964 12
New transporters			19,131 45
Harbour improvement, paving, &c.			19,328 21
New wharf, section 35			31,002 63
Floating crane, (balance)			39,844 27
Security deposits refunded			50,550 79
New wharf, sections 71-72			99,365 37
Grain elevator No. 1			127,000 00
Elevator conveyor system			185,302 00
New steel sheds			276,496 25
Disbursements on capital account			929,061 71
Disbursements on revenue account			686,710 73
Total disbursements			1,615,772 44
Amount payable 31st December, 1908		$646,777 76	
Less, amount payable 31st Dec., 1909:			
Interest account and coupons outstanding	$206,511 49		
Outstanding accounts	64,167 01		
		270,678 50	376,099 26
			1,991,871 70
Balance at 31st December, 1909:			
Cash and cheques	$ 2,313 69		
Bank of Montreal:			
Coupon account	575 00		
Current account	151,924 73		
		$154,813 42	
Discount debentures H. & L.		11,867 43	
Sundry accounts receivable		169,032 25	
Value of materials in stock		97,832 53	
			433,545 63
	$ 2,425,417 33		2,425,417 33

Verified,

RIDDELL, STEAD, GRAHAM & HUTCHISON, C. A.

Auditors.

DAVID SEATH,

Secretary Treasurer.

REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL FOR THE YEAR 1909.

OFFICE OF THE HARBOUR MASTER,
MONTREAL, January 4, 1910.

DAVID SEATH, Esq., Secretary,
Harbour Commissioners of Montreal.

SIR,—I beg to submit for the information of the Harbour Commissioners of Montreal, the following as my annual report, for the year ended 31st December, 1909.

Appended hereto will be found five comparative statements, showing respectively, for the past ten years:—

1. Table showing the number and tonnage of all vessels that arrived in port.
2. Table showing classification of transatlantic vessels that arrived in port.
3. Table showing classification of vessels from the lower St. Lawrence and maritime provinces that arrived in port.
4. Table showing the number and tonnage of sea-going vessels belonging to the different nationalities that arrived in port.
5. Table showing the opening and closing of navigation, the first arrival and last departure of vessels and the greatest number in port at one time.

It will be seen that 371 transatlantic vessels arrived in port during the past season' with a tonnage of 1,436,963 tons, an increase of 7 vessels and 121,275 tons, from the previous year.

The arrivals from the lower St. Lawrence and maritime provinces were 299 vessels with a tonnage of 474,450 tons, a decrease from the previous year. This decrease is owing to the falling off in coal carrying steamers from the maritime provinces, consequent on the coal strike.

Of inland vessels there arrived during the season 10,991 with a tonnage of 3,146,494 tons.

The combined transatlantic, lower St. Lawrence and inland tonnage, therefore, for the season, amount to 5,057,907 tons.

The whole respectfully submitted.

PORT OF MONTREAL.

COMBINED STATEMENT showing the Number and Tonnage of all Vessels that arrived in Port during the past ten years.

Year.	TRANSATLANTIC.		MARITIME PROVINCES		INLAND.		GRAND TOTAL.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1900	431	1,039,151	295	354,735	8,347	1,669,494	9,073	3,063,380
1901	449	1,016,918	293	436,130	8,450	1,683,186	9,192	3,136,334
1902	436	1,072,538	322	468,734	9,395	1,885,250	10,153	3,426,522
1903	484	1,418,156	318	472,748	15,338	2,415,791	16,140	4,306,695
1904	417	1,270,640	379	586,057	10,063	2,354,975	10,859	4,211,672
1905	442	1,354,829	391	585,227	11,112	2,785,551	11,945	4,725,607
1906	439	1,380,835	381	592,388	12,557	3,095,174	13,377	5,068,395
1907	381	1,339,014	361	586,972	14,420	3,620,950	15,161	5,546,936
1908	364	1,315,688	375	642,916	12,434	3,589,424	13,173	5,548,028
1909	371	1,436,963	299	474,450	10,991	3,146,494	11,661	5,057,907

SESSIONAL PAPER No. 23

Port of Montreal.

Statement showing Classification of Transatlantic Vessels that arrived in Port during the past ten years.

Year.	Steamships.		Barques.		Ships and Brigs.		Schooners.		Grand Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1900	413	1,030,673	2	891	3	706	13	6,887	431	1,039,151
1901	425	1,003,941	3	1,241			21	11,736	449	1,016,918
1902	418	1,065,220	9	4,427			9	2,891	436	1,072,558
1903	476	1,414,195	2	1,388	1	1,543	5	1,030	484	1,418,156
1904	408	1,267,088	3	1,144	1	318	5	2,090	417	1,270,640
1905	422	1,337,517	3	2,324			17	14,988	442	1,354,829
1906	420	1,372,879	3	1,872			16	6,088	439	1,380,835
1907	381	1,339,014							381	1,339,014
1908	364	1,315,688							364	1,315,688
1909	371	1,436,963							371	1,436,963

Port of Montreal.

Statement showing Classification of Vessels that arrived in Port, for the last ten years from the Lower St. Lawrence and the Maritime Provinces.

Year.	Steamships.		Barques.		Brigantines.		Schooners.		Grand Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1900	279	352,002			1	169	15	2,564	295	354,735
1901	282	434,140	1	999			10	991	293	436,130
1902	311	466,671					11	2,063	322	468,734
1903	303	468,100					15	4,648	318	472,748
1904	366	582,819					13	3,238	379	586,057
1905	364	580,485	1	626			26	4,116	391	585,227
1906	367	588,980					14	3,408	381	592,388
1907	343	579,930					18	7,042	361	586,972
1908	350	640,244					25	2,672	375	642,916
1909	273	470,936					26	3,514	299	474,450

PORT OF MONTREAL.

STATEMENT showing the Nationalities and Tonnage of Sea-going Vessels that arrived in Port during the season of 1909, that were navigated by 42,684 Seamen.

Nationality.	Number of Vessels.	Tonnage.
British	478	1,480,503
Norwegian	172	381,396
German	8	26,678
Dutch	4	11,935
Danish	3	6,677
American	4	1,886
Italian	1	2,338
Totals	670	1,911,413

Of the above vessels 644 were built of iron or steel with a tonnage of 1,907,899 tons, and 26 were built of wood with a tonnage of 3,514 tons.

PORT OF MONTREAL.

STATEMENT showing the dates of the Opening and Closing of Navigation, First arrivals, and the last Departures for Sea, also the greatest Number of Vessels in Port at one time, during the past ten years.

Years.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.	Greatest number of Vessels in Port at one time.			
					Sea-going.		Inland.	
					No.	Date.	No.	Date.
1900	April 21	Dec. 10	April 26	Dec. 3	27	June 28	219	June 20
1901	" 21	" 10	" 25	Nov. 25	25	July 8	167	" 28
1902	" 3	" 4	" 17	Dec. 4	29	Oct. 9	209	July 23
1903	" 2	" 10	" 26	Nov. 28	25	June 8	225	June 26
1904	" 25	" 9	May 4	" 27	23	Sept. 10	180	July 13
1905	" 19	" 12	" 2	" 30	27	Oct. 4	175	June 19
1906	" 20	" 2	April 28	Dec. 2	26	May 28	124	July 8
1907	" 23	" 15	May 2	Nov. 29	29	" 24	105	" 8
1908	" 22	" 10	April 30	" 26	24	June 21	104	June 30
1909	" 16	" 27	" 23	" 28	22	Nov. 9	107	Aug. 31

JAMES McSHANE,
Harbour Master.

SESSIONAL PAPER No. 23

REPORT ON THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE OF THE HARBOUR OF MONTREAL FOR THE YEAR 1909.

F. W. Cowie, M., Inst., C.E., *Chief Engineer.*

Montreal, January 31, 1910.

David Seath, Esq.,
Secretary, &c.,
Harbour Commissioners of Montreal.

Sir,—I have the honour, by direction, to present the following annual report on the operations for the improvement and maintenance of Montreal harbour during the year ended December 31, 1909.

INTERIM BETWEEN COMPLETION OF PAST PROJECTS AND DEVELOPMENT OF THE NEW SCHEME OF HARBOUR EXTENSIONS.

During the years 1907 and 1909, the works projected between 1887 and 1890, with their equipment, were finally completed.

The protection works, flood wall, dredging to 30 ft., high level piers, steel sheds, elevator, grain conveyor system, railway extensions and paving were practically closed up.

These works of improvement with a few outlying exceptions, constituted a unit of accommodation and facilities. When projected, they were considered in a sense, a finality. Even those best qualified to know, predicted that they were in advance of probable requirements.

The 30 foot channel had not been thought of, as it was only projected ten years later, in 1899.

The projects for the harbour had in view a safe protected basin, with accommodation for 6,000 or 7,000 ton ships, and modern facilities for the trade then in sight.

During the years of consideration and construction many changes were made in the designs. It may be noted, however, now that the works are completed, that criticism cannot be in the nature of any question as to the extravagance of the projects of 1887-1890, as even before the works were finally completed they were found insufficient for the requirements of trade.

These improvements provided what we may call first-class accommodation, i e., protected high level wharfs, deep water, permanent sheds, railway connections, grain shipping facilities and proper paved approaches, all convenient to the centre of the trade.

Before these new first-class facilities were half finished the shipping companies would have none other. There was and is, still, accommodation of the class of 1887, available, but it is only used by ships when they cannot get improved berths.

What is then the situation now that the works projected twenty years ago are finally completed? It is that the Harbour Commissioners have applications from responsible shipping companies for over 25 per cent more first-class accommodation than they have available for allotment.

Considering first-class accommodation as compared with second-class, i.e., low level without sheds or equipment, as revenue producers, the result is even more marked.

Although the first-class or high level fully equipped wharfs, are just completed, the revenue resulting from wharfages and rentals, per lineal foot of quay front, amounts

to over three times the revenue from the second-class or low level wharfs, although the latter include the valuable coal and sugar trade.

It may be accepted therefore as conclusive, that the results of the development of the harbour up to the present, have shown that the following principles of design must be adopted :—

1. Designs must provide for enlargement in the future, on a scale that may only be estimated by judging from past rates of increases.
2. First-class accommodation and facilities must be provided both for trade considerations and revenue returns.
3. Before the works and facilities are completed they will undoubtedly be required.

The year 1909 was therefore an off year as regards construction work. The shops and shipyard, saw mill, dredging fleet, and shore gangs were reduced to a limit of organization and working.

The general fixed charges being as usual, the percentage to be charged to the works going on, was high. A very important part of the executive work of the engineering department, was the consideration of ways and means for keeping up the general appearance of the harbour without exceeding the expenditure limits of the commissioners.

NEW STEEL SHEDS.

The construction work on the new steel sheds and conveyor galleries had been practically completed at the end of 1908.

The items remaining to be finished in 1909 consisted mainly of small details of the downspouts and corrugated iron work on several of the sheds, and placing of concrete at the base of the spouts.

All this work was proceeded with during the winter and spring, and the sheds and conveyors were finally completed by the contractors on 30th April, 1909.

In the early summer new wooden freight chutes were provided for all of the sheds not already equipped.

MAINTENANCE OF SHEDS.

In sheds Nos. 2, 4, 7, 9 and 12, the five first erected, the painting was found to be in a bad state, having deteriorated by the action of the weather, the smoke from the engines, and from salt stored in sheds. It was decided to paint only the columns in the lower stories, and leave the beams and also the whole of the upper stories for future attention.

The painting authorized was done in the winter and spring of 1909, by the commissioners' own men. Some small repairs were also made to the flooring of the lower stories, where the heavy team traffic had cut holes in the concrete.

Cinder concrete was filled into the space at the base of the columns, to prevent deterioration from the accumulation of rubbish and moisture.

The railings of the stairways were also found to be deteriorating from the action of salt and moisture, and they were therefore scraped and painted.

During the season two inspectors and a gang of two to four workmen were employed at shed maintenance, &c. Their work consisted mainly in keeping in perfect order the sliding and rolling doors, the repairing of gutters and downspouts, roofs, galvanized iron work and the wooden chutes.

In the autumn galvanized iron smoke stacks were erected in sheds Nos. 7, 8, 9, 10 and 11, to which the pipes from the various stoves and furnaces could be connected, thus minimizing risk of damage from fire. The smokestacks reach from 4 feet below the ceiling of the lower story to 10 feet above the roof of the shed, and have proved perfectly satisfactory,

Before the close of the season, galvanized stoppers were placed in all junctions of the downspouts with the gutters, in order to prevent the splitting of the spouts by the ice in winter.

HARBOUR FREIGHT HANDLING APPLIANCES.

In the last annual report a resumé was given of the different methods of handling cargo in connection with the great dock systems of Europe. It was also pointed out that in Canadian ports as well as in the harbours of the United States the extensive system of cranes, as used in Europe, is quite absent.

At a recent engineering convention one of the eminent engineering authorities made the statement that the weak point in the great railway transportation system of North America was their terminals, and that the most important weakness of the terminals was the lack of freight handling appliances.

When it is considered that in the Montreal harbour sheds the quantity of actual freight handled annually amounts to over two million tons, it is apparent that any material saving in the cost of handling freight would immediately show beneficial results to the port.

It is probable that one of the most important reasons why port equipment in American harbours differs from that so uniformly adopted in Europe, is on account of the different systems adopted in connection with shipping. The crews of most of the ships trading to North America are engaged in Europe for the round voyage to a North Atlantic port and return. The ships are equipped with winches and derricks, and having this equipment and the men necessary for running them it is natural, when the unloading is done by the shipping companies, that they would prefer to use their own equipment than pay for cranes.

The Montreal harbour sheds were designed for the system of freight handling prevailing in North American harbours where dock cranes are unknown. It is possible, and therefore expected, that the freight would be landed in either the upper or lower stories of the sheds by ships tackle, probably aided by light shed winches.

The question of handling the goods between the shore and the upper stories of the sheds; was left undecided, although space were prepared for inclined ramps and also for chutes and elevators.

After very careful consideration the Harbour Commissioners resolved to make a trial of transporter cranes, and in the event of their being successful, consideration would be given to the question of equipping each shed with 4 of these transporter cranes, with which it was expected that all the freight to and from the upper stories could be handled both from the ship and the shore.

One elevator or hoist for each shed was also designed capable of taking in a team and 5 ton load, after the design so successfully used in connection with the Glasgow tunnel.

Contracts were entered into with two renowned crane makers in England, Messrs. Applebys, Ltd., of London and Glasgow, and Messrs. Stothert & Pitt, of Bath, for trial electric transporting cranes fulfilling the conditions above mentioned, each to have a capacity of 2-ton packages.

These machines were erected, one in the upper story of shed No, 2 of the Allan Line and the other in the upper story of shed No. 9 of the C.P.R. Line, and were ready for use at the opening of navigation of 1909.

The design of the trial transporters consists of a carriage mounted on rails embedded in the concrete floor and having a tower fixed on a turntable for carrying the cantilever arms. These cantilever arms are long enough to extend out of the shed on the harbour side, and take cargo directly through the hatches of the ship and hoisting it and transporting it to the middle of the shed. The machine can be travelled across the shed and the reverse system can be adopted and freight removed from the middle of the shed and lowered to carts or to railway cars.

The carriage has a slewing mechanism, or turntable, so that the transporter arm can be slewed 30° to one side or the other, so as to meet different ships hatches.

The cantilever arm on the ship side extends 46 ft., and on the shore side 34 ft., and with a wheelbase of 14 ft , the total transporting distance is 94 ft.

The machines are fitted with three separate motors, viz.:—

Lifting	60	B.H.P.
Traversing	10	"
Travelling	5	"

At the actual trials, with 2-ton loads the lifting speed was 328 ft. per minute, the traversing 317 ft per minute, and the traction or travelling across the shed 51 ft., all of which exceeded the specified requirements.

Although the operators were not fully accustomed to the work, and although the shed gangs were not organized for this work, the actual freight handled covering a period of 20 hours, viz.:—a day and a night, amounted to about 400 tons or 20 tons per hour, this being as fast as the packages could be made up and trucked away and stored in the shed.

The machines from every point of view gave full satisfaction not only as to suitability of design but as to the speed of working and the careful handling of the goods. The two machines were worked when required during the summer, without a hitch.

It is unnecessary to state, however, that two transporters, working one, each in two sheds, is not a sufficient organization from which to obtain actual working benefits.

During most of the summer the lower floors of the sheds were found insufficient by the steamship companies to accommodate the freight both inward and outward, and in case of overflow non-perishable goods were placed on the quay outside the shed.

In order to have a satisfactory working of this system a full organization of four transporters for each ships berth should be installed. This would make one machine for each 125 ft., which is low in comparison with crane equipment at other ports, where one crane is provided for each 50 ft. of quay front.

The suitability of the trial machines has been demonstrated and it is expected that freight sufficient to fill the upper stories will soon make necessary the complete installation of these freight handling devices in all the sheds.

The following table gives the records of the operations of the grain elevator since the house has been in commission :

Year.	Bushels Elevated.
1904	565,355
1905	4,356,568
1906	944,321
1907	1,078,289
1908	8,661,350
1909	11,691,071

The elevator was loaded to almost its full working capacity during a large portion of the season. The maximum amount of grain in store at any one time during the season of 1909 occurred on June 14th, when 809,757 bushels of grain were stored in the elevator, or 81 p. c. of the full storage capacity of the house.

Owing to the continuation of heavy storage of grain during the months of June, July and August, the commissioners were obliged for a time to refuse grain for local delivery.

As usual, almost the whole of the grain received in this elevator reached Montreal by vessel. The Grand Trunk Railway Company have their own elevator which took care of the grain brought to Montreal by that system. The Canadian Pacific Railway Company, although developing large elevator systems at Victoria harbour and Georgian bay, were not yet ready in 1909, for the delivery of grain by rail to Montreal in extensive quantities.

The following table gives the grain elevator capacity in Montreal :—

	When built.	Capacity.
Harbour Commissioners No. 1	1903	1,000,000
Montreal Warehousing Co. "A"		500,000
do do "B" Windm. Pt	1904	1,000,000
do do Oglilvie "C" Mill St.		600,000
Canadian Pacific Railway Co. "A"		500,000
do do "B"		500,000
		4,100,000

SECOND MARINE TOWER.

The present actual working intake, of the Harbour Commissioners' Elevator No. 1, with its single marine leg, is from 100,000 to 140,000 bushels per day of 24 hours.

The working shipping capacity, by the new conveyor system is from 300,000 to 500,000 bushels per day of 10 hours.

This is a very great difference and it would appear on the face of it that the working results of the house could be greatly increased by a better balance between the intake and the delivering capacity of the elevator system.

After careful consideration, a second marine leg, to be placed on the bulkhead wharf alongside the present one and on the same rails, was recommended to the commissioners on Oct. 28th, 1908, with the expectation that the elevator capacity would be thereby increased over 50 per cent.

Tenders were received by the commissioners on May 13th, 1909, and the contract was awarded to Mr. J. A. Jamieson, of Montreal.

At the end of the year the tower steel frame was erected and rivetted and the machinery well in hand in the shops.

This additional equipment for the elevator is expected to be in perfect working order before the opening of navigation of 1910.

EXTENSION OF GRAIN CONVEYOR SYSTEM TO JACQUES CARTIER PIER.

The Harbour Commissioners' Elevator No. 1, was built in the central position in the harbour and designed for the delivery of grain directly to ships at their berths. In 1908 the system of galleries and towers, conveying belts and equipment was completed to the berths alongside the steel freight sheds on the Alexandra and King Edward piers and adjoining shore wharfs. This permitted of grain being delivered to ten different ships' berths, to the extent of four at any one time, and proved of great advantage in connection with convenient and economical shipments.

As, however, the four berths at the Jacques Cartier pier had not an equal advantage, the Harbour Commissioners decided to extend the system which had been found so satisfactory to that pier.

This required the building of four additional towers, a shore connecting gallery and two long galleries over sheds Nos. 12-14 and 13-15, of a total length of 1,936 ft., containing 7,872 ft. of conveyor belts.

The conveyor gallery machinery has also been increased by nine motors of the plain induction type, constant speed. These are of Westinghouse make and are of the same type as those already in use, and controlled in like manner from extended circuits from the main bus bars in the station. This brings the total of conveyor motors to 31 with a rating of 1,785 B. H, P., which added to the elevator equipment of 13 motors rated at 925 B. H. P. brings it up to a grand total of 44 motors with a B. H. P. of 2,710.

The series lighting has been extended to the new galleries from the 440 volt mains, and now totals over 500 lights in the conveyor galleries alone

The telephone system has been materially increased and is of such magnitude as to require a motor generator set to supply energy for its satisfactory operation.

The signal and emergency systems have during 1909 been extended to the new galleries, and their usefulness and importance are recognized there, as well as in the other parts of the plant.

The maximum load on the step down transformers at one time during the season was 600 kilowatts, or less than 33⅓ per cent of their total combined rated load capacity.

The construction of these galleries and their equipment was carried out by Messrs. John S. Metcalf Co. as constructing engineers on a per centage basis.

Construction work was commenced on May 25, 1909, and grain was actually delivered through the various conveyors on the following dates :

Gallery No. 12, Sept. 8th.
" 14, " 9th.
Galleries Nos. 13 and 15, Nov. 6th.

The whole was finally completed in full working order before the end of the season.

Grain can now be delivered to a vessel from a loading spout situated 2,142 feet from elevator at a rate of 15,000 bushels per hour equal to 7 tons per minute.

At Shed No. 13, situated (to middle point) 1,570 feet from elevator, grain can be delivered at a rate of 30,000 bushels per hour equal to 14 tons per minute.

The total cost of the extension of the conveyor galleries and the equipment, was $185,500 which was considerably below the estimate of $200,000.

ELECTRIC LIGHTING AND POWER.

With a view to securing a more favourable contract for electric power for the elevator, the commissioners early in the year, entered into negotiations with the contractors, the Montreal Light, Heat & Power Company. Failing to come to a satisfactory arrangement, the commissioners gave the required twelve months notice of the termination of the contract, to take effect 1st May, 1910, at which date the contract for electric lighting would also terminate.

Tenders were then asked and received from several power companies. The Montreal Light, Heat & Power Co. submitted to the commissioners the lowest tender, containing much more favourable terms than by the previous contracts, and new contracts were entered into for a term of five years, from 1st May, 1910.

FLOATING CRANE.

After the accident as reported in the last annual report the crane constructed for the commissioners by Messrs. Vickers Sons & Maxim, wintered in Barrow-in-Furness and sailed from there for Canada on May 1st, 1909, and reached Sorel in tow of the tug *Rooderzee* on the 23rd of the same month.

Erection work was completed and the crane arrived in Montreal harbour, ready for operations on July 12th, 1909.

Business commenced immediately and it was not until the 28th July that the machine could be spared for tests as to stability and suitability.

A steel car, loaded with coal, with the addition of some steel rails, making a total of 150.000 lbs. or 75 tons, was shunted on to the wharf at section 12, and the test made in the presence of the commissioners and a large number of interested visitors.

The specification called for a load of 75 tons to be handled at a radius of 51 feet. During the trial the 75 tons were lifted at 54 feet radius, giving a tipping moment of 4,050 feet tons instead of 3,960 as specified. The tremendous load was lifted by steel slings, with the counterbalance weights on the load side, and even with this very great

additional tipping moment the heel of the vessel did not bring the edge of the deck to the water line, giving ample demonstration and proof of stability. The great steel freight car after being lifted up was swung around 360° and returned to the wharf and placed on the track with the utmost precision.

The suitability of the crane for work was demonstrated not only during the trial but during the remainder of the season when working at commercial work and wrecking. The crane in every detail fulfilled the requirements and gave entire satisfaction.

The auxiliary grain elevator was also tested and after changes were made as required, made a final satisfactory trial on the 30th September. The crane and outfit were accepted by the commissieners on Oct. 1st, 1909, and the representative of the builders, Mr. G. B. Thompson, returned home.

Commencing July 10th, 1909, the crane was available for commercial work. Lifts of almost every type, up to the capacity, were made during the season.

The Department of Marine and Fisheries of Canada chartered the crane for several days' work in connection with dredge construction at Sorel, and the director of the shipyard and the other government officials reported that the machine did splendid work in every particular.

On the 27th Aug., 1909, the Richelieu and Ontario Navigation Co.'s steamer *Prescott* burnt to the water's edge and the hull sank with the machinery at Victoria pier.

After the company had considered every other means of removing the wreck, a contract was finally entered into with the commissioners to remove it with the aid of the floating crane.

Work commenced on October 16, and was completed October 29, and the hull and machinery stored in the shipyard November 15.

The hull is old but reported worth saving, while the machinery and boilers saved without damage were placed in the shipyard for such purpose as the commissioners should decide.

It is probable that the removal of this wreck would have been a very difficult undertaking, and the time required would have left it in the way of traffic for a considerable time.

The floating crane was laid up for the winter on November 23, 1909.

NEW WHARF CONSTRUCTION.

Windmill Point.—The work of extending the embankment between Victoria bridge and Bickerdike pier was continued throughout the year, with cinders and other suitable materials delivered by carts from city excavations. The quantity thus deposited during the year was about 64,000 cubic yards, making about 36,000 square feet of new land, the only expense entailed being the wages of two dumpmen and a watchman.

Section 24.—A length of 142 feet of cribwork and concrete wharf, partly built in 1908, was completed to full height and graded in 1909. The total length of the concrete wharf, sections 23 and 24, is 777 feet.

Sections 37, Dominion Coal Co.'s Wharf.—A length of 284 feet of cribwork and concrete wharf, partly built in 1908, was completed to full height in 1909. An additional length of 100 feet was built, complete with cribwork foundations and concrete superstructure in 1909. The whole of the backfilling in this 284 feet of wharf was put in and graded, and the rails for the use of the Dominion Coal Co.'s towers and coal cars were moved forward on the new wharf front. The total length of concrete wharf at sections 36 and 37 is 959 feet.

Sections 71-72, Vulcan Portland Cement Co.'s Wharf.—A new wharf of 450 feet in length was commenced in the spring of 1909, and practically completed by the end of the season. The wharf is of the same type as the new wharfs in the upper part of the harbour, that is, of cribwork below water level and concrete superstructure.

Particular care was taken with regard to the foundations, by dredging the crib-seats to an extra depth, and filling up again to required level with rock dredging.

WHARF ACCOMMODATION.

The extent of the wharfs at the end of 1909 is as follows :—

For 30 feet draught and over	17,823	lineal	feet or	3·375	miles.
For 25 feet to 27½ feet draught	18,220	"	"	3·450	"
Total deep draught	36,043	"	"	6·825	"
For 20 feet and under	3,137	"	"	0·594	"
Total wharfage at the end of 1909	39,180	"	"	7·419	"

PAVING OF WHARFS AND PIERS.

At the end of 1908 very little paving remained to be done and this was commenced early in the spring and completed in a short time.

The largest area paved was on the open berth sec. 12, measuring 2,980 sq. yds. Other small concerns were finished up in sections 13 and 19, measuring 1,662 sq. yds., making a total of 4,642 sq. yds. for the season.

Scoria blocks were used, except at crossings where hard granite blocks were put in.

The whole paving on the high level piers and wharfs from section 14 to 20 has now been completed, with the exception of small spaces at one side and both ends of the commissioners' grain elevator.

RAILWAY CONSTRUCTION WORK.

Very little new track was made during 1909, the following being the principal items.

Windmill Point.—A length of 475 ft. of track was laid on the commissioners' property, in the vicinity of Riverside for the use of the Southern Counties Railway.

High Level Wharfs, sec. 12 to 19.—A manganese steel cross-over 120 ft. in length and two diamond crossings 155 ft. in length were put in at the east end of shed No. 2, and across the tracks of the Alexandra pier, to connect with the main line.

A siding, 475 ft. in length, with connecting switch was put down at the edge of the wharf sec. 12. This is the only open berth in this portion of the harbour, and the siding has proved of great utility, especially in loading heavy freight from barges. This siding was used occasionally during the season for transhipping to cars heavy lifts taken from steamships by the commissioners' floating crane.

Two diamond crossings and connecting track, 155 ft. in length, were laid across the tracks at the inshore end of Jacques Cartier pier, to connect with the main line.

Hochelaga.—New car tracks 1,059 ft. in length, were laid on the widened wharf at sec. 37, for the use of the Dominion Coal Co.

A 'Y' track 510 ft. in length of 56 lb. relaying rails, was put down at sec. 46, for convenience in turning the Harbour Commissioners' switching engines.

EXTENT OF HARBOUR RAILWAY TRACKS.

The extent of the Harbour Commissioners' railway tracks at the end of 1909 was as follows :—

1. South East of Lachine Canal, connecting only with the Grand Trunk Railway System, and not separated by the Harbour Commissioner's Traffic Department.

	Feet.	Total feet.	Miles.	Total miles.
Mackay pier	10,460		1·970	
Bickerdike pier	10,685		2·024	
Windmill point wharf	9,142		1 731	
Total South East of Lachine Canal		30,227		5·725

2. Harbour front from foot of Lachine Canal to Molsons Creek, connecting with Grand Trunk Railway, Canadian Pacific Railway and Canadian Northern Railway, and operated by Commissioner's Traffic Department.

Brought forward		30,227		5·725
High level wharfs and piers, sections 12 to 19	41,200		7·803	
Low level wharfs, sections 20 to 46	69,101		13·087	
" " 46 to 55	6,700		1·269	
Total operated by commissioners		117,001		22·159

3. Industrial Railway Connections.

Southern Counties Railway, Windmill point	475		0·090	
Locomotive wharf	1,350		0·255	
Longue Pointe Village wharf	160		0·030	
		1,985		0·375
Grand total of railway tracks on harbour		149,213		28,259

RAILWAY MAINTENANCE.

The railway tracks between sections 12 and 46, operated by the commissioners, were kept in excellent condition by a small force of men.

On sec. 12 the old style switch and cross-overs were replaced, in the spring, by manganese tongue switches of new design. These permit of paving the entire surface between the tracks, thus obviating the unsightly and dangerous holes, which were always filling up with water during rain. They have proved highly satisfactory, and this style of switch will, it is hoped, be put into general use on the paved wharfs.

On the low level wharfs the tracks have been raised to proper grade and ballasted, new ties being put in wherever necessary.

RECONSTRUCTION OF WINDMILL POINT RACEWAYS.

Raceway No. 6, Section 5.—A small quantity of filling to complete the work at this raceway, was done during the winter.

Receway No. 1, Section 7.—The work of rebuilding the raceway, from the canal through the wharf, which was in progress at the close of 1908, was carried on during the winter of 1909. By the middle of April the work had been completed with the exception of the repair to the cribwork wharf front.

The tracks leading to the coal towers, which had been diverted, were relaid in their permanent position early in May.

Towards the end of June a further settlement was observed, over a portion of the raceway built many years ago. The Grand Trunk Railway track was immediately diverted and no delay was caused to traffic.

By the end of August the cause of the trouble was located, and necessary steps taken to reconstruct this portion of the racewav. By the middle of November the work had been completed and the tracks moved over to their original portion.

At the beginning of October the reconstruction of the cribwork wharf front was commenced, and by the end of November had been finished.

This completed the long and difficult task of making good the successive failures of these two raceways at Windmill point, due to the raising of the wharf to high level, and the heavy traffic.

WHARF REPAIRS AND MAINTENANCE.

The general repairs to the wharfs and roadways have been comparatively light in 1909. No repairs were made to the old cribwork wharfs below Victoria pier, except where absolutely necessary.

The macadam roadways and the top planking of the wharfs were, however, kept in good condition, at a considerable saving from former years.

The details of this work will be found in the assistant engineer's report, hereto annexed.

DREDGING WORK AND MAINTENANCE OF FLEET.

Dredging operations were carried on during the entire season with the two dipper dredges, and the necessary derricks and tenders.

Drilling and blasting was also done during the season, mainly in the ship channel approach to Windmill Point basin.

Particulars of the work done and the main items of repairs to the fleet will be found in the report of the assistant chief engineer, and annexed tables.

A REVIEW OF THE HARBOUR ENLARGEMENT SCHEMES, 1887-1909, NOW COMPLETED.

The harbour enlargement schemes covering a period of 23 years and completed in 1909, are better known as follows :—

Scheme No. 6 A.	Steel Sheds.
" " 12 A 2.	Grain Conveyor Equipment.
Elevator No. 1.	

HARBOUR BOUNDARIES.

In 1908 it was reported that in connection with the plans for the proposed new harbour extensions, it was considered that one of the first things to be taken up was the extension of the harbour boundaries so as to ensure complete control over the whole of the water front.

In Jan., 1909, the Harbour Commissioners therefore submitted to the Hon. Minister of Marine and Fisheries their views, urging the necessity for enlarging the limits of the harbour so that plans for the proposed extensions in the future would include, within the area held and administered by the commissioners, the complete [comprehensive scheme.

It was urged that the boundaries should be extended so as to include both sides of the river down to the lower end of the island of Montreal.

It was explained that one of the measures which contributed so largely to the success of the harbour of Montreal was the complete and unique ownership of the entire water front. This enabled the commissioners to provide railway facilities and to con

trol all traffic. Tha experience of the Harbour Commissioners operating the railway terminals had proved most satisfactory, and an extension of harbour railways to meet all points on the water front as industrial development proceeds, is the policy of the Harbour Commissioners.

It was therefore represented to the Hon. Minister that in order to carry out this plan successfully none of the water front which at present or in the future may be required for harbour purposes, should be alienated from the Harbour Commissioners.

In the preparation of new plans it was recognized that Montreal, owing to its position with regard to the canals and railways, urgently required terminals in close connection with the docks.

New railway companies were also asking for connection with the harbour tracks, and rather than franchises should be obtained which might monopolize the river front, the Harbour Commissioners urged that the total area up to high water mark should be granted to the Harbour Commissioners for administration.

Industrial works are now being developed along the water front below Montreal to an enormous extent and, as required, it is proposed to continue the harbour railways down the river front in order that these industries shall be given an independent connection with all the Canadian railways, and at the same time enable the Harbour Commissioners to develop their non-paying areas into revenue-producing utilities.

The extension of the boundaries, from the old boundary line about 1,000 ft. above the Victoria bridge down to the foot of the island of Montreal, including both sides of the river, was approved by the Hon. Minister of Marine and Fisheries, and legislation followed, and by Act 8–9 Edward VII., chap. 24, the boundaries of the harbour were extended so as to include the whole of the water front on both sides of the river up to high water mark. The total length of the harbour, measured along the centre line of the channel, is 89,330 ft. or 16·91 miles.

SCHEME OF HARBOUR EXTENSIONS, 1909.

After the return of the president and chief engineer of the Harbour Commissioners from the inspection of European ports and rivers, in May, 1908, the commissioners gave orders for the preparation of a comprehensive scheme of harbour extensions to meet demands for increased accommodation.

It is well known that it takes several years of work before harbour facilities can be made available, and consideration had to be given to the growing factors in connection with the successful development of the port up to the present time.

It is only necessary to compare the existing port accommodation at Montreal, and its cost, with that of other ports, to be convinced that the results so far accomplished have been most economically obtained.

A port which in seven months takes care of an ocean tonnage, inward and outward, of 4,000,000 tons, as well as a very large inland tonnage, all at a capital cost of not more than $13,000,000, would be remarkable in other countries.

In view of the fact that timber was so plentiful in Canada and constructions usually required in a hurry, and economy a governing factor, the harbour works have, up to the present in many instances, not been of the permanent character of similar works in Europe.

The Harbour Commissioners have now given orders that for the future all works shall be designed having regard to permanence, symmetry and with a wiew to the future on a very much enlarged scale. Inter-communication between all parts of the harbour, even though not required immediately, is to be kept in view and the necessary space and connections provided for.

Before undertaking the design of a scheme of extensions, the commissioners made a thorough study of the following features :—

1. Types of modern ports and features of their success.
2. The trade conditions in Canada.

3. The position of Montreal as regards future Canadian transportation.
4. What is being done or proposed in connection with the rail and water routes between Eastern and Western Canada.
5. The accommodation required to meet the estimated business of the future, and the special facilities for its different features.

A classification and study of the present harbour facilities show that, taking into consideration the different units of cost, the modern first class accommodation pays its way, while outlying works not equally equipped are not so successful, even though completed at less cost.

The Harbour Commissioners therefore gave their engineer a task which, though not easy, is considered clearly hopeful of solution, the instructions imposing the following considerations :—

1. The scheme was to be capable of demonstration as necessary, feasible and financially justifiable.
2. To be capable of extension on symmetrical lines.
3. To ameliorate the St. Mary's current.
4. To provide for ample connections between all sections of the harbour before necessary lines of communication are blocked by public or private development.
5. All important works to be designed for permanence and not only for the present but for the future.
6. To result in at least double of the present accommodation, in 12 years.

The care which the commissioners are taking in connection with the study of the necessities and in the preparation of the designs, may be briefly summed in their instructions, requiring that the scheme of extensions shall be demonstrated as necessary feasible and financially justifiable.

CONSULTATIVE BOARD OF ENGINEERS.

On March 31st, 1909, the chief engineer reported to the commissioners that the comprehensive scheme of harbour extensions which he had been instructed to prepare, in May, 1908, was so far worked out that he desired the authority of the commissioners for the engagement of a board of engineers to go over the plans with him, for consultation and report.

With the authorization of the commissioners the following gentlemen were invited to join the board, under the chairmanship of the chief engineer, and they all kindly accepted and gave the matter their earnest consideration.

Mr. John Kennedy, consulting engineer.
Mr. Arthur St. Laurent, engineer, Georgian bay canal.
Mr. Henry Holgate, consulting engineer.
Mr. G. J. Desbarats, deputy minister, Marine and Fisheries.
Mr. Louis Coste, consulting engineer, Public Works of Canada.
Mr. Ernest Marceau, superintending engineer, Quebec Canals.

The first meeting of the board was held in the chief engineer's office, Harbour Commissioners' Building, April 24th, 1909.

A memorandum of instructions dated April 21st, was read and the Harbour Commissioners personally welcomed the board and desired that after their consultation a scheme would be recommended which would not only meet the ever increasing requirements, but would result in making the port of Montreal one of which Canadians could be proud.

The report and plans of Mr. R. C. H. Davison, M. Inst. C.E., an eminent English dock engineer, who had at the request of the Harbour Commissioners in 1907, made a study of the situation at Montreal with a view to designs for harbour improvements, having in the meantime been received, the commissioners asked the board of engineers to take them into consideration, the commissioners being desirous of having as wide a range of expert opinion as possible in connection with the port and its economic development.

Nine meetings were held, the full board being present; and seven meetings of the committee for the drafting and reporting the conclusions of the board.

On October 31st, 1909, after a thorough discussion and consideration of the problems placed before them, the board of engineers unanimously agreed upon outline plans and a programme of works, which they submitted to and recommended for adoption by the Harbour Commissioners.

SCHEME RECOMMENDED BY BOARD OF CONSULTATIVE ENGINEERS.

The scheme of improvements, as recommended, was intended to be carried out within the next 12 years and to serve the growing business of the port during that time, that being, according to the opinion of the board as far into the future as the requirements of the trade could well be foreseen.

The board reported that in their opinion the works should be commenced forthwith and carried out within the term of from 8 to 12 years.

The chief characteristics of the scheme of improvements thus outlined, and the advantage to be gained by carrying them out, may be summed up as follows:—

There will be added in the most advantageously situated parts of the harbour:—

1. New high level quays so arranged as to give berths for 24 ocean vessels of from 600 to 800 feet in length. Aggregate frontage.	16,800	lin. ft.
2. New low level quays	5,800	"
3. Combined area of the new high and low level wharf spaces and extensions	74	acres.
4. New sheds, floor area	1,386,000	sq. ft.
5. Two new elevators with extensive conveyor systems. Combined capacity	2,000,000	bushels.
6. Additional high level railway tracks on the wharfs	22	miles.

The complete scheme of extensions prepared by the Harbour Commissioners chief engineer, and the estimates prepared, were endorsed throughout with one exception, and as recommended by the board several improvements and modifications were worked out which will very greatly improve the scheme.

The item omitted by the board was the proposal for the constructiou of an overflow dam between the guard pier and St. Helen's island, for the purpose of making the central part of the harbour, now the St. Mary's current, a still water basin at low water and one with a comparatively slight current at high water in the spring. After careful consideration the board decided to omit it from the scheme of works recommended, because it would entail a very large expenditure in construction and because the other works proposed would appreciably lessen the present St. Mary's current, and should it be subsequently desired it would be quite practicable to build an embankment dam and allow a very advantageous arrangement of wharf space and increase the safety and convenience of navigation; all the works recommended by the board for that part of the harbour being designed so as not to prevent this being ultimately carried out.

The board of consultative engineers concluded by stating that in their opinion the harbour of Montreal should be kept up to the highest standard of efficiency and provided with all the necessary facilities to handle its fair share of the enormous traffic tributary to the St. Lawrence route.

ENGINEERING CONSULTATIONS.

This is one of the first occasions in Canada when a great undertaking involving such serious problems with reference to the physical situation in the St. Lawrence and vital trade of Canada, has been placed before a consultative board of engineers and after full consideration and a thorough discussion a unanimous report has been agreed upon, to a large extent approving of the scheme as worked out and submitted.

The engineering profession is to be congratulated that from among its members, all connected with the important Canadian transportation system, a unanimous report was made advising the Harbour Commissioners of Montreal at an important epoch of development.

ARGUMENT AS TO THE NECESSITY, FEASIBILITY AND FINANCIAL JUSTIFICATION OF THE SCHEME OF EXTENSIONS.

During the consideration and elaboration of the proposed scheme of extensions it was found that for the completion of the improvements proposed in 1887, twenty years were required for their construction and completion. It was also a fact that had to be faced that before these improvements were completed they were insufficient to meet the trade and shipping demands.

After working out the scheme and in view of the fact that construction work could only be carried on during seven months of the year, an estimate was furnished to the commissioners that it would take about twelve years to double the harbour accommodation.

In view of the increasing volume of trade it was decided that the period of twelve years for reaching this amount of extensions would therefore not more than meet the requirements.

Statistics and tables were prepared at the instance of the Board of Consultative Engineers, which proved the following:—

1. The tonnage of sea-going vessels has in the last 70 years increased on an average of 8 per cent per annum, or on an average has doubled every twelve years.
2. During the same period the tonnage of the vessels coming to the port of Montreal has increased from a maximum of 987 to a maximum of 14,900, or an increase of approximately 5 per cent per annum. This gives a steady average for the doubling of the tonnage of the vessels frequenting Montreal in 20 years.

As the increases have been regular and as the 35 foot channel from the sea to Montreal is in sight, it may therefore be assumed that at least double the accommodation now existing in Montreal will be required in 12 years.

With, therefore the approval of the board of Canadian Engineers well versed in transportation conditions, as regards the necessity for increased accommodation, and with their approval of the designs after careful study, it may be accepted that the extensions proposed are 'necessary' and 'feasible.'

It remains only to be demonstrated that when the scheme is completed it will pay.

The scheme provides for 'first-class' accommodation throughout.

The existing first-class accommodation in the harbour, fully equipped with railways, elevators and sheds, is comprised in the area between the foot of the Lachine canal and Victoria pier.

The estimates for the proposed extensions, including wharfs, railways, elevators and sheds, give the cost of the proposed works at $750 per lineal foot of quay front as compared with $760.50 for the present first-class accommodation, all fully proving that the proposed works may be expected to pay their way.

SESSIONAL PAPER No. 23

ORGANIZATION FOR COMMENCEMENT OF EXTENSIONS.

During the preparation of the scheme of extensions, the question of the adoption of the new systems of deep water foundations and other types of construction as practiced in Great Britain, was discussed.

When on the inspection trip to Europe in 1908, the president and chief engineer were favourably impressed by the designs and construction work of the new Avomouth docks at Bristol.

One of the staff brought to their attention was a young Scotch engineer who had experience on many of the important dock works in progress under the direction of celebrated English engineers.

By authority of the commissioners, negotiations were opened and the services of Mr. A. D. Swan, resident engineer of the Avonmouth docks, just completed, were secured, and Mr. Swan was appointed resident engineer of the Montreal Harbour works in January, 1909.

The services of Mr. A. D. Swan were very valuable in the preparation of the plans and details of the proposed extensions and in the propositions for organizing for the new work.

A first stage proposal has been prepared to provide for about four years work, it being necessary that the items included should be carried on simultaneously. The Harbour Commissioners' staff and plant are fortunately in a position to make an immediate commencement of this first stage, if the necessary authority is given, and the necessary additions to the plant may be made from time to time as the plans and details are developed.

ANNUAL INSPECTION OF THE RIVER ST. LAWRENCE SHIP CHANNEL.

The annual inspection of the River St. Lawrence ship channel by the Minister of Marine and Fisheries and his officials, together with the representatives of the commercial and shipping interests in Montreal, was made from Oct. 21st to 23rd, 1909.

By invitation of the Hon. L. P. Brodeur, minister, and by authorization of the commissioners, the president and chief engineer attended the inspection of this channel which is of such vital interest to the port of Montreal.

Mr. G. J. Desbarats, deputy minister of Marine and Fisheries, and Mr. V. W. Forneret, superintendent engineer of the ship channel, accompanied the minister and explained the progress of the work.

The important shipyard of the Marine and Fisheries Department at Sorel, where the plant for the construction of the channel is built and repaired, was examined with interest.

The hydraulic dredge working in Lake St. Peter and the six elevator dredges working at Cap à la Roche, all successfully, proved the progress being made by the department for the improvement of the great channel highway to Montreal.

An inspection was made of Quebec harbour and of the two large sea-going hydraulic dredges working on the Beaujeau bank and opposite St. Thomas and Montmagny below Quebec.

The new government dredge, built at Sorel for the work below Quebec and working so successfully, created a profound impression of satisfaction.

The honourable the minister stated that the widening of the channel in Lake St. Peter would be completed during the season. He also announced the completion and testing of the 30 foot channel through the Beaujeu bank opposite Crane island to a width of 1,000 ft. where the depth was formerly 21 ft.

The dredge *Beaujeu* at St. Thomas flats would in his opinion complete a channel of a width of 500 ft. and 30 ft. depth at low tide, by October 10th.

New plant was being organized to urge on the progress of the difficult work at Cap à la Roche, and the minister made the important official announcement that the 35 ft. channel between Montreal and the sea had been commenced.

These annual trips of inspection, where the minister and his officials meet in conference with the representatives of the commercial bodies interested in the channel, are of very great importance. Many features of the requirements of the route and the work of amelioration have been discussed and most satisfactorily decided upon at these meetings, and the officials of the ship channel are encouraged in their work by noting the interest which is being taken in its successful accomplishment.

DEPTH OF WATER.

The depth of water in the ship channel was favourable during the season, at no time falling below 30 ft. depth at lowest water.

The following table gives a comparison of the monthly averages of the depth of water on the old No. 1 Lachine canal lock sill, with the corresponding depth in the harbour and ship channel.

Month.	Average 1899 to 1908.		Average 1909.		Depth in Harbour Channel.	
	ft.	in.	ft.	in.	ft.	in.
May	21	6	23	5½	38	10½
June	19	1	20	11	36	4
July	17	6	17	6	32	11
August	16	4	16	10	32	3
September	15	6½	15	11	31	4
October	15	6½	15	5	30	10
November	15	5	14	9½	30	2½

GENERAL NOTES.

In the spring of 1909 the first shoving of ice in the harbour occurred on April 2nd, but it was not until the night of the 6th that any movement of importance took place. On the 7th another large shove occurred carrying away most of the wooden shed at section 19 and pushing the commissioners' fleet about 140 ft. upwards. Various movements of the ice continued until 14th April, when the water had gone down sufficiently to warrant the assertion that danger from high water was passed.

The *Shamrock* and the *Lady Grey* reached the harbour on April 19th, opening navigation between Quebec and Montreal.

The following table shows the maximum and average number of workmen employed directly by the commissioners during the season of 1909 :—

	Maximum.	Average.
Wharf works—		
Construction	282	99
Maintenance, cleaning, &c.	206	77
Harbour yard—		
Carpenters, blacksmiths, &c.	12	10
Sawmill and timber boom—		
Sawyers and handymen	29	21
Machine shop—		
Machinists, blacksmiths, &c	30	27
Shipyard—		
Carpenters, labourers, &c.	36	28
Dredging fleet—		
Crews of dredges, tugs, &c.	95	95
Grain elevator—		
Foreman and operators	36	29
Conveyor equipment—		
Iron workers, carpenters, &c.	38	12
Shed repairs and maintenance	32	10
	806	408

The working day in general is ten hours.

Victoria Day, Dominion Day and Labour Day are kept as holidays, and the daily workmen are allowed half a day's pay for each.

The saw mill was operated by the commissioners' men during the greater part of the year, and the whole of the timber and lumber for the construction works and repairs was sawn out of round timber.

The timber received for this purpose came down mainly by rafts, but a considerable quantity was also received during spring and winter by cars.

Report of Mr. W. J. Sproule, assistant chief engineer; report of Mr. J. M. Nelson, assistant engineer; report of Mr. J. Nehin, superintendent elevator No. 1; tables of quantities and costs, prepared by Mr. Geo. Smart, accountant.

I am, sir,
Yours obediently,

F. W. COWIE,
Chief Engineer.

REPORTS OF THE ASSISTANT CHIEF ENGINEER & ASSISTANT ENGINEERS OF THE HARBOUR COMMISSIONERS OF MONTREAL, FOR 1909.

(To accompany Chief Engineer's report.)

MONTREAL, December 21, 1909.

F. W. COWIE, Esq., C. E.,
Chief Engineer.
Harbour Commissioners of Montreal.

SIR,—I have the honour to forward herewith the reports on the works carried on for the improvement and maintenance of the harbour of Montreal during the year 1909, which were executed, by direction, under my supervision.

The extension of the new wharf at the Dominion Coal Co's berth, sections 36 to 38, and the construction of the new Vulcan Cement Co's wharf at sections 71 and 72, Longue Pointe, were in charge of Mr. A. D. Swan, resident engineer, from about the middle of August.

Mr. J. M. Nelson, assistant engineer, has been in immediate charge, both of the new works and those of maintenance and repairs, carried on ashore, and I inclose his report on these works.

Mr. W. R. Lunan, timber inspector, has been in immediate charge of the receipt of timber, lumber, &c., its care in the boom and delivery to the various works, and also of the operations of the saw mill.

Mr. Geo. Yale, mechanical superintendent, has furnished particulars of the work done at the shops and shipyard, Mackay pier.

NEW WHARF EXTENSIONS.

Section 24.—A length of 142 ft. of cribwork wharf was put down in 1908, and had concrete superstructure put on it up to the tie bolt level. In 1909, this piece of wharf was raised to the full height of the rest of section 24 and finished with anchorage rods, ladders, mooring posts, &c., and was filled behind to full height.

Section 37.—The wharf at the Dominion coal berth was extended in 1909, downstream by one crib length of 100 ft. The 284 ft. of cribwork put down in 1908 had the concrete superstructure raised only to anchor rod level. This portion, with the additional 100 ft. put down this year, had the concrete raised to full height of 107·40 and furnished with anchorage rods, ladders, mooring posts, &c., and filled behind to the regular wharf level.

Sections 71 and 72.—A new wharf was built at sections 71 and 72 for the use of the Vulcan Portland Cement Co., 450 ft. long on the face. The cribwork was put down and concrete superstructure built on it to level 107·50 and furnished with anchorage rods, ladders, mooring posts, &c., and the filling in rear was almost completed.

BREAKING UP OF THE ICE, APRIL, 1909.

April 1, 1909.—Ice in same outline as in winter but looked quite shaky, as it might move at any time.

April 2.—Longueuil road partly cut through. Ice cut through at Victoria bridge and a streak of open water down to the long air hole behind the shops on Mackay pier. The air hole has extended down through St. Mary's current to Hochelaga all winter. A shove occurred about 4 p.m. The ice moved out from Mackay pier and filled the air hole and shoved over the low level wharf at the head of Bellerive park.

April 3.—The ice was in same position as on the previous day and it was snowing. Teams stopped crossing to Longueuil.

April 4.—No change in the ice at Victoria bridge.

April 5.—Ice cut through up to Nun's island about 80 feet wide. At 2.30 p.m. the ice moved from the lower side of Victoria bridge, across the river down to Moffatt's island, and filled in behind the shops on Mackay pier. Some men were walking across the Longueuil road about 3.25 p.m.

April 6.—Big movement of ice last night, between 5th and 6th piers of Victoria bridge. For about 100 feet upstream the ice was piled up 10 to 20 feet; also on Moffatt's island about 10 feet high. It had not moved below the sluices but on the city side the ice had moved down about a mile. Ice shoved up to middle of Jacques Cartier pier and across to the lighthouse on Mackay pier. No damage to shed on section 19. No movement below Sutherland pier at 2 45 p.m.

April 7.—Raining and very foggy. The ice moved at St. Lambert last night, over the road between the pumphouse and the bridge. Open water on the city side above the bridge. Water within 1 foot 10 inches of the coping of Allan's wharf. Only about 140 feet of wooden shed on section 19 left standing. Fleet moved up about 140 feet. Ice not moved yet at Longue Pointe. Strong current and much frazil running inside of bulkhead of Tarte pier but no move in ice at this point yet. The pier was about 13 feet out of water.

April 8.—Ice appeared filled up level between Coteau Rouge road and St. Helen's island at 7 a.m. Ice piled up on road near Coteau Rouge and the crossing moved down about 500 feet. Ice smooth below the road and opposite the Locomotive and Machine Co.'s wharf. No move at Longue Pointe. Farmer's road still intact. 1.30 p. m. message from Lachine that ice there slowly moving since last night. Laprairie bay full of ice up to middle of Nun's island and much ice on south shore. At 3.45 the Richelieu ice was moving out.

April 9.—At 5.40 a.m. water had gone down $5\frac{1}{2}$ inches and no further movement of the ice.

April 10.—At 5.50 a.m. water down 1 foot 2 inches. No movement of ice. About 500 feet above Victoria bridge the ice shoved a freight car bodily off its trucks. No movement but ice gradually wearing away.

April 11.—Water above Brosseau's was east of main line of Grand Trunk Railway and had washed away the embankment. Four ballast trains at work. Water in Laprairie at 3.30 p.m. on St. Mary's street was 21 inches below the highest point.

April 12.—Water down about 3 feet at 8.30 a.m. No movement of ice below St. Helen's island nor down past Longue Pointe. At noon ice shoved outside Mackay pier down to head of St. Helen's island. Clear water from Nun's island half way down to Victoria bridge and from city side over to the 17th pier of the bridge and down by Moffatt's island to the machine shop. At Jacques Cartier pier water was 11 inches below the coping. At 8.30, the water was $4\frac{3}{4}$ in. below the coping of Allan's wharf near the step. Ice shoved about 75 feet into the basin section 17.

April 14.—River was open on south side from Victoria bridge to Coteau Rouge road. Water had been about 2 inches on floor of Longueuil pumphouse. Danger of higher water now over.

The *Shamrock* and *Lady Grey* reached the harbour on April 19.

DREDGING DONE IN 1909.

The dredging done in 1909 was at sections 5 to 9 Windmill Point basin and in sections 12S, 13S and 14S. This dredging was all on rock bottom and had nearly all been drilled and blasted. The south half of the basin up to section 7S has been dredged and tested to 29 feet depth and the remainder of the basin to 25 feet depth. On sections 12S, 13S and 14S the dredging and testing has been done to 29 feet. The places dredged and tested were to the depths specified at extreme low water of 13 feet on the sill.

Dredging was done in the ship channel sections 35 to 43 and at sections 47 and 48. The foundations for the Vulcan Cement wharf cribs, sections 70-71, were dredged to 36 feet depth, and rock was then dumped on the site of the cribs and this dredged again to 32 feet depth at 13 feet on the sill, at which depth the cribs were founded.

Total quantities of dredging done:—

Cub. yds. rock	56,491
" sand, stone and silt	177,044
Total cubic yards, scow measurement	233,044

A large quantity of deposit was dredged by clam shell at the sewer outlet section 15, at the city's expense.

DRILLING AND BLASTING, 1909.

Drill boat's work in sections 12S and 13S:—

Material, hard shale and trap rock.
Number of days worked between June 21 and Oct. 20, 94.
Working time per day, 10 hours.
Number of holes drilled and blasted, 1,217.
Average depth of each hole in solid rock, 8·966 feet.
" actual depth water surface to bottom of holes, 36·516 feet when drilling and blasting was done.
Area drilled and blasted, 43,812 square feet. 1,005 acres.
Total quantity of rock drilled and efficiently blasted, measured in the solid to 6 inches below grade of bottom, 11,261 cubic yards.
Dynamite used, 9,520 pounds.

The drill boat also worked in the basin section 13 for eight days. A considerable amount of drilling and blasting was done in very hard rock, to clear off projecting points.

DREDGING FLEET ON NEW WORKS.

Superintendence and repairs.

The dredging fleet in 1909 was owned by the commissioners and consisted of:—

Two bucket or dipper dredges,
Five floating steam derricks,
One floating hand derrick,
One drill boat,
One testing boat,
One floating concrete machine,
One floating pile driver,
Five screw propeller tugs,
Four small lifting or crib building scows,
One passenger transport scow,
Four flat scow, 170 cu. yds. capacity,
Fourteen flat scows, 150 cu. yds. capacity,
Two flat scows, 67½ cu. yds. capacity.
Three hopper bottomed scows, 200 cu. yds. capacity,
One dynamite shanty on scow,
Four shanty floats,
Five derrick floats,
Six sounding or distancing floats,
Four crib-building or repairing floats,
Spare dredge buckets, clam shells, &c,
One orange peel dredge bucket,
One 75 ton lifting crane,

The dimensions of these vessels, scows and floats are given in the annexed table.

All the dredging fleet was wintered afloat in 1908-09, part opposite the Mackay pier near the workshops, and part at the upstream side of Alexandra pier, except derricks Nos. 4 and 6 and the tug *St. Peter*, which had been hauled out in the fall of 1908 for extensive repairs during the winter.

The dredges were served throughout the summer by the tugs *Alphonse Racine, Robert Mackay, Aberdeen* and *St. Peter.*

The tug *Courier* was not in commission in 1909.

The tug *St. Peter* was also available throughout the season of navigation, night and day, as a fire tug.

REPAIRS TO DREDGING FLEET, ETC., 1909.

Dredge No. 2.

Compression box on boom re-fitted ; new covers, &c. Usual winter repairs to hull and machinery.
July 9.—Stern anchor broken and replaced.
September 22.—6 ft. sheave under deck broken and replaced.
September 30.—Sheave at top of forward spud broken and replaced.
October 14.—Hoisting wire rope, $2\frac{1}{4}$-in. dia. broken and replaced.

Dredge No. 4.

Winter : Compression box on boom re-fitted.
Crane partly re-rivetted.
General repairs to hull, machinery, piping, &c.
July 24.—2 inch wire rope on forward spud broken and replaced.
September 25.—$2\frac{3}{4}$ inch hoisting wire rope broken and replaced.
September 29.—Sheave at top of forward spud broken and replaced.
October 13.—Forward spud broken and replaced, and 2-in. rope renewed.

Derrick No. 1.

Winter : Boiler received new spout and several new tubes. New bracket for sheave on anchor slide. Stern slides, framing and planking renewed, Side planking and framing renewed. New covering board. Hull caulked. New 'A' frame. Winch built for movable boom.

Derrick No. 3.

Winter : General repairs to machinery.
Aug. 30.—Supports for stern anchor bracket broken and repaired.

Derrick No. 4.

Winter : Boiler received new spout and new tubes. General repairs to machinery. Fender streaks and deck partly renewed.

Derrick No. 5.

Winter : New smoke stack and general repairs to machinery. New blocking for forward spud drum shaft.

Derrick No. 6.

Winter : Planking and deck partly renewed. Lower anchor blocks renewed. Bow and deck caulked.

Drill boat.

Winter: Several new tubes in large boiler. Small boiler taken out and put in shop. Guides for drill frames renewed. Coal bunkers renewed. Deck caulked. Housing rebuilt.

Tug "Alphonse Racine."

Winter: General repairs to machinery.

Tug "Robert Mackay."

Winter: Boiler tubes partly renewed and boiler cleaned. New crank pin brasses. Usual repairs to machinery.

April 20.—Propeller blade broken and replaced.

June 28.—Tug hauled up on ship ways. New stern bearing put in. Hull painted.

July 26.—Boiler repaired. Two plug patches on front yoke sheet.

August 11.—Propeller blade and 40 studs broken and replaced.

November 8.—Propeller blade broken and replaced.

Tug "Aberdeen."

Winter: Tubes partly renewed in boiler. Boiler cleaned. New metallic packing in H. P. piston. House and coaming rebuilt.

October 29.—Propeller blade broken and replaced.

Tug "St. Peter."

Winter: New metallic packing put in and piston rod turned. Boiler caulked and new stays put in. New stem and flange for rudder. Brass of stern bearing re-fitted.

Concrete Machine.

Winter: General repairs to machinery. New decks, beams and flooring. Deck caulked.

Sept. 14.—Shaft of store hoist engine straightened. Derrick boom of hoist engine broken and replaced.

Pile Driver.

Winter: General repairs to machinery.

Saw Mill.

Winter: Boiler overhauled and repaired. Machinery kept in repair during summer. Saw carriage partly rebuilt.

Floating Crane.

Fenders put on. Wire rope slings made.

Grain Elevator.

Marine leg repaired. Leading sheave for marine leg broken and replaced. Shaft of friction ($2\frac{7}{16}$ in.) broken and replaced.

Frame of motor of transporter in shed No. 2 broken and repaired.
New lifting scow 45 ft. x 18 ft. built at shipyard for wharf work.
Nine flat scows hauled up and repaired during summer.
Four timber lifting scows hauled up and repaired.
Float for Derrick No. 6 hauled up and repaired.
Dump scow No. 36, Derrick No. 4 and Dredge No. 2 are on ship ways for winter.
Bolts and all iron work for new wharfs and repairs were furnished from machine shop.
Dredge buckets, clams, &c., were kept in repair during season.
A number of repair jobs were done for the Traffic Department.

W. J. SPROULE,
Assistant Chief Engineer.

HARBOUR COMMISSIONERS OF MONTREAL,
MONTREAL, December 31, 1909.

W. J. SPROULE, Esq.,
Assistant Chief Engineer.

SIR,—I beg to report as follows on the various works in Montreal harbour, shore and wharf branch, carried out, by direction, under my charge during the season of 1909.

The most important subdivisions of the shore and wharf operations in 1909 were as follows :—

NEW WORKS CAPITAL ACCOUNT.

The construction of new railway tracks on the wharfs.
The permanent paving.
Water mains and hydrants.
Fire protection.
Windmill Point wharf.
Rebuilding raceway No. 1.
Raceway No. 6.
Water service and drainage to steel sheds.
Foundation for coal tower, Montreal Light. Heat & Power Co., Sec. 35.

MAINTENANCE AND REPAIRS REVENUE.

The removal of ice from the wharfs.
Spring cleaning of the wharfs.
Summer cleaning and watering of the roadways and wharfs.
Roadway maintenance.
Macadamizing stone.
Maintenance of harbour railway tracks.
Electric lighting of the harbour.
Life saving equipment.
General repairs to wharfs and water front.
Harbour buildings, repairs, &c.
Harbour yard.

THE CONSTRUCTION OF NEW RAILWAY TRACKS ON THE WHARFS.

The laying of new railway tracks upon the piers and shore wharfs began on 27th April and continued, at various times during the summer, until the close of the season.

All new rails laid were of 80 and 85 lbs. to the yard, Am. Soc. C. E. C. P. R. sections.

The ties for straight track were mainly of hemlock, of standard size, viz.:—6 ins. thick, 8 ins. face and 8 ft. long. Those used for switches, slip diamond crossings and diamonds, were of either hardwood or pitch pine and were from 7 to 10 ins. thick, 8 to 10 ins. face and varying in length from 8 to 16 ft., as the case required.

All the new track laid on the high level piers and wharfs, between the canal entrance and the Victoria pier, sec. 20, was well packed under the ties with concrete, varying in thickness from 3 to 6 ins. and concreted between the ties and under the rail, before being paved with scoria blocks.

The new track laid in 1909 was as follows :—

In section 12, a track connected with the main line tracks near the foot of McGill street, was laid across the wharf and along the edge of the wharf, between the upper end of shed No. 2 and the canal entrance. The length of the track is 620 ft.

A cross-over, 120 ft. in length, was put in between the double tracks alongside shed No. 2 at its eastern end.

Diamond crossings were put in at the eastern end of shed No. 2, connecting the tracks alongside the shed with the main line tracks, and aggregated in length 155 ft.

In section 18, diamond crossings were put in, connecting the tracks alongside sheds Nos. 11 and 13 with the main line tracks, and aggregated in length 115 ft.

A curved track, 475 feet in length, was laid near the Victoria bridge on harbour property, for the use of the Montreal and Southern Counties Railway.

A 'Y' curve was laid with 56 lb. second hand rail in section 46, connecting the downstream track on the Sutherland pier, with the main line tracks; the length of the curve is 510 feet.

In connection with the building of the new concrete wharf in section 37, 1,059 feet of track was laid for carrying the towers of the Dominion Coal Co., and the coal handling track was extended for a length of 544 feet. These tracks were of 80 lb. rail.

The total length of new railway tracks laid in 1909 was 3,638 feet or 0·688 miles.

Heavy segmental cast iron stop blocks were placed at the end of the track along the edge of the wharf in section 12, and at the outer ends of all the tracks on the King Edward and Jacques Cartier piers.

Holes were drilled in the concrete top of the wharf, for bolting down the track which is to be laid along the river side of shed No. 11. The ties were put in, lifted and packed. The rails, however, were not laid.

THE PERMANENT PAVING.

Work began on 3rd May, and was continued at intervals until October.

The concrete foundation upon which the blocks were laid, other than between the rails and for 2 feet outside the rails, was 6 inches thick, of one part Portland cement, three parts sand and six parts broken stone.

Between the rails and for 2 feet outside the rails, the concrete foundation was from 9 to 14 inches thick, of the same proportions of sand, cement and stone.

The bed between the blocks and the foundations, was from $1\frac{1}{2}$ to 2 inches in thickness, of one part cement and two parts sand, dampened. The joints between the blocks were completely filled up with thin grout, of one part cement and one part sand.

The total area of paving laid in 1909 was $4,642\frac{1}{2}$ square yards.

Broken stone for concrete foundation for paving, was delivered and piled compactly near the Harbour Commissioners' elevator. Delivery was completed on 13th March, the balance of the contract quantity, viz.:—2,391 tons of 2,000 lbs. having been delivered between 1st January and that date.

The organization for the laying of the new railway tracks and the permanent paving was as follows :—

Track Work.

1 General foreman.
3 Sub-foremen.
Track layers.
Tampers.
Labourers.

Paving.

1 General foreman.
2 Sub-foremen.
Concrete men.
Pavers.
Grouters,
Labourers.

The work was heavy and hard and owing to the steady, hard work insisted on, the cost of the work compares favourably with contract work of the same quality.

WATER MAINS AND HYDRANTS.

A 12 inch water main was laid from the 12 inch city water main on Riverside St., down the Bickerdike pier. This main is designed to provide fire protection and also a water supply for Bickerdike pier, and connections were provided for four five nozzle hydrants and for two latrines and drinking troughs.

At the end of the year 1908, 500 feet of main had been laid and connection had been made with the main on Riverside street.

Work was resumed on June 12, and the whole work, including the placing and connecting up of the hydrants, latrines and drinking troughs, was completed on October 1.

FIRE PROTECTION.

The wiring of the fire alarm system, and the boxes, was overhauled early in the spring and put in good order.

A systematic daily and nightly inspection of all the hydrants and hose reel stations on the wharfs and piers, was carried out all summer and continued during the winter.

All the buildings in the harbour yard on Papineau avenue, are patrolled day and night and the electric wiring closely watched and kept clear of dust.

A hose cart equipped with 200 feet of hose, nozzle, axe, crowbar, hydrant, keys, &c., is stationed in the store room, midway between the yard office and the carpenter shop.

The men in the yard are trained so that, on an alarm of fire being struck, a stream from the hydrant in the centre of the yard, can reach any buildings in half a minute.

All the alarm boxes and hydrants are painted bright red.

A good winter road, down the centre of each of the high level piers, and across the wharf to the opening in the flood wall, is maintained, in order that the reels from the ends of the piers may be easily run to any point, and also to allow of the city fire brigade reaching any point on the wharf.

WINDMILL POINT WHARF.

The filling in of the bark of the wharf on the south side of the basin, to form a railway embankment, was being carried on all summer.

The material forming the embankment was from city excavations and from the various rolling mills and factories, and was delivered free of cost.

64,000 cubic yards were delivered and put into the embankment during the year.

REBUILDING RACEWAY NO. 1.

This raceway which carries the waste water from the Lachine canal, is situated in section 7, Windmill Point wharf.

Early in the spring, the tracks leading to the Intercolonial coal towers, were re-laid in their original position across the rebuilt portion of the raceway.

On June 20, a cave-in of considerable dimensions occurred over a part of the raceway built many years ago. The track leading to the Grand Trunk Railway elevator and which was dangerously near the hole, was diverted into a safe position.

Excavation was made to expose the old covering of the raceway, which was found to be broken and collapsed, and earth, stones and old timber practically blocked the raceway. These obstructions were removed and the bottom flooring cleared.

The cribs forming the sides of the raceway and flooring were found to be in good condition and the work of rebuilding was at once begun.

Bents were built of timber, 9 feet in height, formed of a cap of 12 in. by 12 in. timber, and a sill of the same dimensions, between which were placed posts, also of 12 inch timber set at 18 inch centres. These bents were placed at each side of the raceway against the crib walls, and firmly bolted to the cribs and to the bottom.

A central crib built of 12 in. by 12 in. timber, 5 ft. in width and 9 ft. high, was sunk in the centre of the raceway, well bolted to the bottom and thoroughly filled with stone and slag.

The covering which was put over this structure was of two thicknesses of timber; first, a cover of 12 in. by 12 in. hemlock and then another of 14 in. thick cedar.

'I' beams 24 in. deep, span the raceway at every 5 ft., with the timbers of the cover fitted tightly up against them on either side.

Work was carried on continuously during the summer.

On Oct. 1st, all the woodwork had been completed and the work of filling was begun.

The work of re-constructing the front portion of the wharf, left unfinished in 1908, was at once begun, and by December the tracks had been placed in original position, the filling done and the work practically completed, there remaining only some grading to be done.

The two tracks operated by the Grand Trunk Railway which had remained in a temporary position during the reconstruction of this raceway, were re-laid in their original permanent position in December.

WATER SERVICE AND DRAINAGE TO STEEL SHEDS.

A 2 in. galvanized iron water pipe with sludge valve and a 6 in. vitrified tile drain, were connected with the commissioners' water mains and drains and laid to the upper end of section 35.

FOUNDATION FOR COAL TOWER. M. L. H. & P. CO.

The work of putting in a pile foundation for a coal handling tower for the Montreal Light, Heat & Power Co., was resumed at the end of April. Ten tie rods were put in, securing the foundation to timber anchor piles sunk in the wharf behind.

Cross-ties were put on the piles and heavy caps or sills for carrying rails were put on. The rails were laid, the ground graded and two countersunk mooring posts put in.

The work was completed on May 10.

STEEL SHEDS—CHUTES.

Such of the steel sheds as were not so equipped, were fitted with chutes for the handling of freight from the upper stories.

The work was done by the commissioners early in the spring at the request of the different lessees of the sheds.

The following shows the sheds which were equipped and the number and character of the chutes built.

Shed No. 2.—Two large adjustable chutes on roadway side of shed, inside.

Shed No. 3.—Two large fixed chutes at each end of shed, inside. One outside double chute for loading cars, &c.

Shed No. 4.—Two double adjustable and one single adjustable chutes on roadway side, inside the shed.

Two fixed chutes in centre of shed.

One outside double chute.

Shed No. 5.—Two fixed inside chutes and one outside double chute.
Shed No. 6.—One fixed inside chute and one double outside chute.
Shed No. 7.—Two outside double chutes.
Shed No. 8.—One inside large adjustable chute and two outside double chutes.
Shed No. 9.—One large adjustable chute inside and one double chute outside.
Shed No. 10.—One large adjustable chute inside and one chute outside.
Shed No. 11.—Three double adjustable inside chutes.
Shed No. 12.—Three double inside fixed chutes.

MAINTENANCE AND REPAIRS.—REVENUE.

The removal of ice from the wharfs.

The quantity of ice left upon the wharfs in the spring of 1909 was comparatively small. The clearing away of the ice from the sites of steamship sheds and ferry boat berths, was begun on April 17 and completed by May 8.

The largest number of men employed on any day between those dates was 127.

Spring cleaning of the wharfs.

Cleaning the wharfs of the winter accumulation of mud and refuse, began on May 3, and by the 8th the high level wharfs and piers were thoroughly cleaned.

Summer cleaning and watering of roadways and wharfs.

The cleaning and watering of the roadways of the wharfs throughout the harbour was kept up all summer.

A systematic cleaning and sweeping of the paved roadways of the shore wharfs and piers, from the canal entrance to, and including the Victoria pier, sec. 20, was carried out.

Owing to the improved conditions of the roadways of the shore wharfs and piers, due to paving and improved system it was not necessary to employ the night gang every night.

During the day, men with brooms and barrows collected manure, straw, paper and other light rubbish, placing it in piles which were afterwards removed.

The plant employed in the cleaning and watering of the wharfs, was as follows :—

Eleven water carts.
One double sprinkler.
Two one-horse road scrapers.
One two-horse 'Austin' rotary sweeper.
Carts, barrows, mud hoes, brooms, &c.

The work was in charge of a competent foreman, who was held responsible for keeping the roadways clean, and the work was well done.

Roadway maintenance. Roadway repairs.

As soon as the water had receded from the low level wharfs in the spring, and the ice upon the wharfs had disappeared, the repairing of the macadam roadways was begun and there was a good roadway throughout the harbour by May 8.

The roadways were maintained in good condition thrcughout the season.

Macadamizing stone.

The stone for macadamizing the roadways of the wharfs in 1909 was from the stock remaining on hand from 1908.

The quantities used during the summer for maintenance were :—

	Tons.
Sections 5 to 10, south	475
" 5 " 10, north	380
Section 15	24
" 20 to 29	906
" 29 " 38	295
" 38 " 46	260
Total tons of 2,000 lbs	2,340

Maintenance of harbour railway tracks.

The tracks throughout the harbour, operated by the traffic department, were maintained in good condition all summer by a track foreman and one section gang.

On April 28, the tracks on the low level wharfs had been cleared of ice and snow by rotary plough, and on April 29, cars from the C. N. Q. Ry. were handled.

Watchmen were, as usual, stationed at the different railway crossings, and standard railway crossing sign posts were put up, to comply with the law.

No accidents occurred at any of the crossings.

A great aid to the work of maintaining the tracks, was the purchase of an up-to-date hand car, which not only transported the section men from place to place, but also carried materials and tools, thus saving much time and expense of cartage.

ELECTRIC LIGHTING OF THE HARBOUR.

The lighting of the harbour was continued by the Montreal Light, Heat & Power Co. throughout the summer, under contract.

Lighting commenced on the night of May 3 with 87 lamps, which number was increased to 165 by May 15, and the maximum number, viz.:—183 lamps were burning by June 15. This number remained constant practically throughout the season.

On Nov. 29, all the lamps below the Longueuil ferry were put out of use, and on Dec. 13, the lamps from the Longueuil ferry westward were extinguished except 8 on the high level wharfs.

On Dec. 27, the lamps at Longueuil ferry were put out of use, and 6 lamps, viz.:—2 on each of the high level piers, were left burning and will continue to do so for the winter.

LIFE SAVING EQUIPMENT.

As soon as possible in the spring, life buoys and their accompanying poles were put in place, and the guard fences and 'Danger' signs put up.

The number of life buoys in 1909 was 132, an increase of 10 over 1908. Everything was in place by May 8.

A general overhauling and repairing of the ladders on the face of the wharfs was carried out, as soon as the water had fallen sufficiently low in the autumn.

GENERAL REPAIRS TO WHARFS AND WATER FRONT.

Owing to high water in the early part of May, the work of repairing the woodwork of the low level wharfs and piers did not commence until towards June 1.

No heavy repairing was done, with one or two exceptions where the face timbers had been damaged by the ice shoves.

The top planking of the wharfs, however, wherever necessary, was renewed or repaired and put into usable condition,

HARBOUR BUILDINGS.

A wooden steamship shed in section 19, the property of the commissioners, and which was leased to the Elder-Dempster Co. for the season of 1908, was damaged seriously by the ice shove early in spring.

The broken portion of the shed was taken apart and re-erected so far as the material would allow, making a shed 330 ft. in length. The original length was 400 ft. A plank platform 70 ft. in length and 50 ft. wide, (the width of the shed) was laid down at its eastern end, to compensate for the shortening of the shed.

The work of rebuilding the damaged shed was begun on May 1, and completed on the 8th.

At the eastern and western ends of the commissioners' grain elevator, heavy reinforced concrete blocks were buried in the ground, with counter sunk rings in the top face. The purpose of the blocks was to form anchors to which to attach the tackle for pulling cars.

HARBOUR YARD.

The repairing of the wharf plant and tools of all kinds was done in the commissione rs' yard, Papineau avenue.

The whole of the water carts, road scrapers, sweeper-carts, wagons, 'diables,' sleighs, &c., were kept in good order, and all painted red and gray.

The picks and other small tools were repaired in the blacksmith shop in the yard, and a large quantity of other smithwork required for wharf work was also done there.

Track jacks, rail benders and any tools which needed machining, were repaired at the commissioners' machine shop.

GENERAL NOTES.

Latrines and drinking troughs.—The latrines of the low level wharfs which were stored away for the winter, were repaired and painted in the early spring, and placed in position for the summer as soon as possible.

All the latrines and drinking troughs, from McGill street to the Rubber Factory, sec. 27, were connected up and in use by May 3.

The latrine and drinking trough at Windmill Point, and the remaining ones on the low level wharfs, were put into service in quick succession.

When the weather became cold in November, the stand pipes connected with the latrines for supplying water to water carts, were discontinued and stored.

The troughs and latrines were continued in service for some time longer, and finally the latrines on low level wharfs were disconnected and stored for the winter, and the water shut off from those on high level wharfs.

All the latrines, hose reel stations, offices and shanties upon the wharfs, belonging to the Harbour Commissioners, had a fresh coat of paint of the standard colours, red and gray.

Fires.—On February 11 at 10 p.m., fire broke out in C.P.R. refrigerator car No. 181290. The car was lying at the inshore end of King Edward pier.

The fire was extinguished by the city fire brigade, with water from the commissioners' hydrants on the wharf. The car and contents were slightly damaged.

On April 29, at 9.45 a.m., a small fire occurred in the carpenters' shop at the harbour yard. The fire was discovered before it had made any headway and was at once extinguished with fire buckets. The damage done was slight, consisting of the charring of a partition.

At 8.30 p.m., on May 26, a fire occurred in the upper floor of shed No. 10, King Edward pier, in a large cask of bottles packed in straw. The commissioners' hose reel was called into service as also the city fire brigade. The fire was extinguished quickly and no damage was done to harbour property beyond the discoloration of the ceiling by smoke.

On Aug. 15, at 2.30 p.m., and again at 5.30 p.m., a fire broke out in a pile of straw in shed No. 3, Alexandra pier. The commissioners' reel from the end of the pier was put into requisition and the fires extinguished. No damage was done to the shed or contents.

On Aug. 15, during the night, a fire occurred in some empty G.T.R. freight cars standing on Mackay pier. The position of the cars was such that no line of hose could reach the fire.

On Friday night, Aug. 27, a fire broke out on the R. & O. Navigation Co's. str. *Prescott*, berthed at the outer side of the Victoria pier.

The fire was noticed by the crew of the commissioners' fire tug *St. Peter*, which was moored at the Mackay pier, at about 10.20, and she immediately proceeded to the scene and had powerful streams playing on the fire before the alarm was sounded calling out the city brigade.

The *Prescott* was destroyed and the hull sank alongside the wharf. The small wooden sheds on the wharf, the property of the Richelieu & Ontario Navigation Co., were also destroyed by fire.

The planking of the face and the top of the wharf were badly charred.

A small fire took place in sec. 31, on Nov. 3. The face of the wooden retaining wall of the C.P.R. high level tracks, was found to be on fire. It was extinguished by the city fire department. No serious damage was done.

On Friday, Nov. 19, at 6 p.m., a fire occurred in the wire nail factory of the Peck Rolling Mills, Ltd., almost opposite Ogilvie street, on Mill street. The commissioners' fire tug *St. Peter* was sent over from the Mackay pier, but her services were not availed of. The fire was extinguished by the city fire department. The building was badly burned, the estimated loss being $15,000.

On Dec. 15, a fire took place in the top story of shed No. 11, in a shanty or storehouse. A telephone alarm was sent in at 3.15 p.m., and a regular alarm from the neare t box at 3.24. The commissioners' apparatus was not used, the fire being put out by the city brigade, with water from harbour hydrants. The only damage to harbour property was to a large rolling door, the warping of some steel work and discoloratlon from smoke

The erection of a guard railing along the coping of the Berri street wall, and that of the flood wall, on each side of the footbridge leading to the Victotia pier, was completed in July.

The gates in the flood wall were all removed during the week of April 15, giving free access to the wharfs.

The overhead footbridge from Commissioners street to the outer end of Victoria pier, was erected and opened for the use of pedestrians on May 1, and taken down and stored for the winter during the week ending Nov. 14.

All the commissioners' plant, viz.:—section posts, guard fences, mooring posts, &c., on the low level wharfs, were removed in good time in the fall and safely stored for the winter.

J. M. NELSON,
Assistant Engineer.

HARBOUR COMMISSIONERS OF MONTREAL,
MONTREAL, December 31, 1909.

F. W. COWIE, Esq.,
Chief Engineer,
Harbour Commissioners of Montreal.

SIR,—For your information and that of the Harbour Commissioners, I beg to submit the following report of the Harbour Commissioners' Elevator No. 1, for the season of 1909.

The past season has been the best since the elevator was placed in commission, showing an increase over the season of 1908, which was the best up to that time, of 2,882,912 bushels, as per the attached statement.

The number of crafts unloaded in 1909 was :—steamers 158, barges 177 : making a total of 335 ; as against 275 in 1908, an increase of 60 vessels.

Since the last annual report, the conveyor system has been extended over sheds 12–14 and 13–15 on Jacques Cartier pier, adding four more new berths for loading vessels, making a total number of 14 places where vessels can receive grain without leaving their berths, four of which can be loaded at the same time, at an average capacity of 60,000 bushels per hour.

I am pleased to report that everthing in connection with the elevator and conveyor system has worked in perfect order and given entire satisfaction.

The winter repairs at the elevator consist of overhauling the elevator legs, replacing buckets on same, overhauling and adjusting the machinery, babbitting boxes, replacing wodden blocks in friction clutch, &c. These are only the ordinary repairs that occur in any elevator in active operation.

The largest amount of grain we had in store at any one time during the season of 1909, was on Monday, June 14, as follows :—

	Bushels.
Wheat	402,389
Oats	292,441
Barley	65,620
Flaxseed	43,832
Corn	5,475
Total	809,757

The shipping bins on that date had still storage room for about 120,000 bushels more.

During the past season there were a few mishaps, but nothing that caused any serious delay.

The whole respectfully submitted.

Yours obediently,

JERE NEHIN,
Superintendent.

STATEMENT of Grain received and delivered at Harbour Commissioners' Elevator No. 1, during Season of 1909.

GRAIN RECEIVED.

Kind of Grain.	Number of bushels.	Total.
In store at end of season 1908		146,809
Wheat	8,464,922	
Corn	181,127	
Oats	2,113,707	
Flaxseed	464,287	
Barley	314,001	
Buckwheat, &c	6,218	
Total received, season 1909		11,544,262
Grand total		11,691,071
GRAIN DELIVERED.		
By conveyor system to vessels	9,266,268	
By elevator to cars	1,232,609	
By elevator in bags	396,372	
By elevator to teams	541,518	
Total delivered, season 1909		11,436,767
In store at end of season 1909		254,304
Grand total		11,691,071

HARBOUR COMMISSIONERS,
MONTREAL, January 18, 1910.

DAVID SEATH, Esq.,
Secretary, Building.

SIR,—I beg to submit my annual report of the operations of the traffic department during 1909.

WINTER OPERATIONS.

During the four months preceding the opening of navigation in 1909, the department was kept in operation by handling the Canadian Pacific Railway Company steamship freight from West St. John, at their sheds on the warf.

This business, while not exceedingly large, furnished the means of retaining in our employ during the whole year the more efficient members of our outside staff, without whom considerable difficulty would be experienced in taking care of the heavy traffic on the opening of navigation. During the short period of the high water in the early part of April, this business was discontinued owing to the ramps being closed, and our men were engaged in coupling up and painting the locomotive and making general preparations for the opening of navigation.

OPENING OF NAVIGATION.

Immediately upon the opening of navigation everything gave promise of a very busy season, and in so far as this department is concerned it proved to be the best since its organization The month of May eclipsed all former months in car handling—some 500 cars more being received than during the best previous month—and the receipts in June were also larger than those of any month last year.

In the month of May and the early part of June, the Canadian Pacific Railway Company, owing to their cattle barges being out of service, handled all their livestock in cars which were placed by the commissioners' locomotives at the shed doors and the cattle were then driven from the cars to the ships through the sheds.

The number of cars handled in this manner, was 633 in May, and 127 in June, which explains in part the abnormal receipts during those months.

CARE OF PLANT AND SUPPLIES.

The three locomotives were alternatively sent to the Canadian Pacific Railway Company's Angus Shops to undergo general repairs, and apart from the time occupied in effecting a few minor running repairs by our locomotive foreman on the wharf, they were in commission during the entire season. The distribution of supplies was under the supervision of the storekeeper, who prevented any too promiscuous use of material.

CAR HANDLINGS, ETC.

In car receipts, this year surpassed any previous one in our history, the season of navigation showing an increase of 6,238 cars as compared with last year. There was also a considerable increase in the number of cars loaded and discharged direct into ships or sheds. We handled, in this manner, this year, more than twice as many cars as in 1908, and more than three times the number handled in 1907. It might also be mentioned that the interchange of cars between the Grand Trunk and Canadian Northern Quebec railways evidently found favour with the shippers, as the following will show. The number of cars despatched via the harbour terminals for transfer to the railway companies in 1908 increased by 100 per cent and in 1909 six times as many cars were handled in this manner as in 1907.

This system was also found to be advantageous in the handling of the railway companies' private cars when quick despatch and careful handling were necessary.

On June 30, private car *Victoria* occupied by the Honourable the Minister of Marine and Fisheries and party was handled to section 19 to permit the occupants to board the steamer *Lady Grey*.

ACCIDENTS AND CASUALTIES.

It is pleasing to report that there was no fatal accident on the wharf this year attributable to the railway department, as unfortunately has been the case in former years. A few accidents occurred, however, the most serious of which was that suffered by one of our good employees, Robert Crawford, who July 1, had his hand crushed between two cars necessitating amputation.

After recuperating, Crawford was given employment as gateman, and is still so engaged. There was no unwarranted damage to rolling stock during the year and only a few inconsequent derailments.

GENERAL NOTES.

As shown in this report, the year just closed was a most successful one for this department, and it is gratifying to observe that the increased volume of traffic was taken care of to the entire satisfaction of all concerned, as is evidenced by the total absence of complaints of any kind.

For this fine result I must thank my staff—in the office and on the wharf—and must acknowledge that my efforts towards the satisfactory accomplishment of the work were generously seconded by a willing staff.

Yours very truly,

J. VAUGHAN,
Superintendent Railway Terminals.

HARBOUR DREDGING.—Statement showing the number of days worked by each dredge and the quantity dredged at each place in the Harbour of Montreal including dredging in Ship Channel for Government.

Number of Dredge.	Places at which dredging was done.	Time of Service.		Quantities Dredged.		Character of of Material Dredged.
		Days.	Total.	Cubic Yards.	Total Yards.	
Spoon Dredge John Kennedy (No. 2)...	Sec. 12 to 14, Ship Channel Shoal.....	1	.....	900	.....	Trap and Shale rock.
	Sec. 12 to 14N, Basin....	6	.....	2,700	.....	Rock, &c. cleaning up
	Sec. 33 to 45, Ship Channel Shoal.....	106	.....	87,600	.....	Hard-pan, sand and stone
	Section 71, Crib Seats. Valcan Wharf.....	61	.....	42,400	.....	Silt and clay, some rock.
			174		133,600	
Spoon dredge No. 4...	Sec. 55 to 108 Windmill Point Basin.....	16½	.....	4,500	.....	Cleaning bottom.
	Sec. 5 to 10N Windmill Point Basin.....	35½		9,787	.....	" "
	12 to 14S Ship Channel Shoal.....	72	....	43,014	.....	Trap and shale rock.
	Sec. 12 to 14N, Basin....	8	.....	2,734	.....	Rock &c., cleaning up.
	Sec. 33 to 45 Ship Channel Shoal.....	44	.....	38,700	.....	Hardpan sand and silt.
	Section 47 Basin.....	2	178	1,200	99,935	
	Grand total.....		352		233,535	

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HARBOUR DREDGING.—Statement showing the number of days worked and the quantity dredged at each place in the Harbour of Montreal in 1909. (The quantities are cubic yards, scow measurement, and the cost includes everything except derrick work.

Places where Dredges Worked.	Vessels.	Time of Service.		Quantity Dredged.		Cost per Cubic Yard.		Character of Material Dredged.
		Days.	Total.	Cubic Yards.	Total.	Each Dredge.	Average	
						Cents.	Cents.	
Windmill Pt. Basin.								
Sections 5 to 10S.	Dredge No. 4. ..	16½	.....	4,500	.....	68·94	.....	Cleaning bottom,
Sections 5N to 10N	" "	35½	.....	9,787	.....	68·20	.....	" "
			52		14,287		68·46	
Basin Sections 12N		6	.....	2,700	.....	41·35	.....	
to 14 N	*John Kennedy* ..	8	.....	2,734	.....	55·01	.....	
" " " ..	Dredge No. 4...	.....	14		5,434		48·19	Rock, &c, cleaning up.
Ship Channel Shoal.								
Sec. 123 to 148....	*John Kennedy* ..	1	.....	900	.....	20·67	.....	
" "	Dredge No. 4. ..	72	.....	43,014	.....	31·47	.....	
			73		43,914		31·09	Blasted trap and shale rock.
Ship Channel Shoal.								
Sections 33 to 35 ..	*John Kennedy* ..	106	.....	87,600	.....	22·51	.....	
" "	Dredge No. 4. ..	44	.....	38,700	.....	21·50	.....	
			150		126,300		22·22	Hard pan, sand & stone.
Section 47.....	*John Kennedy* ..	2	.....	1,200	.....	31·33	.....	
			2		1,200		31·33	Sand.
Vulcan Wharf, Sec. 71	Dredge No 2....	61	.....	42,400	.....	26·77	.....	
			61		42,400		26.77	Silt and some shale rock.
Grand totals			352	....	233,535	.....	28·20	

HARBOUR DREDGING.—Cost of Harbour Dredging Fleet in 1909. (Including all charges for tug, scow and derrick service. Credits for work done outside of regular service not included.)

Name of Dredge.	Days Service of Dredge.	Cost of Dredges.		Cost of Tugs.		Cost of Scows, &c.		Cost of Dredge including Scow and Tug Service.	
		Per day of Dredge.	Total.	Per day of Dredge.	Total.	Per day of Dredge.	Total.	Per day	Total.
		$ cts.	$ ct.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dredge *John Kennedy*	174	63·42	10,864 28	78.02	13,576 11	45·61	7,938 17	186·05	32,377 36
Dredge No. 4	178	64·39	11,461 28	78·02	13,888 20	45·61	8,118 47	188·02	33,469 15
Totals and averages.	352	63·42	22,325 56	78·02	27,464 31	45·61	16,056 64	187·06	65,846 51

Floating Derrick employed in handling material dredged	26,447 77
Cost of Harbour Dredging Fleet, proper	92,294 28
Drilling and Blasting Boat, employed at Rock Blasting	9,869 46
Total cost, including Drilling and Blasting Boat	102,163 74
Less, Dredges and Blasting Boat employed at Ship Channel Work for Government	45,681 51
Balance for Harbour Commissioners' Work	56,482 23

GEO. SMART, *Accountant.*

HARBOUR DREDGING—Statement showing cost of Harbour Commissioners' dredging by different dredges, with their proportion of tug and scow service for 1908.

Vessels.	Dredge Service.	Tug Service.	Scow service and sundries.	Dredge with tug and scow service.	Time of service.	Cost per working day of dredge.	Quantity dredged.	Average cost per cubic yard.	Additional cost for unloading by derricks.	Proportion of materials dredged.	
	Cost.	Proportion of cost.	Proportion of cost.	Cost.	Days.		Cubic Yards.			Earth.	Rock.
	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.		Cents.	Cents.		
Dredge *John Kennedy*	10,864 28	13,576 11	7,938 17	32,277 36	174	186 05	133,600	24·23	5,419	98	2
" No. 4	11,461 28	13,888 10	8,118 47	33,469 15	178	188 02	99,935	33 49	5,419	52	48
Total and averages	22,325 56	27,464 31	16,056 64	65,846 51	352	187 06	233,535	28·18	5,419	77	23

HARBOUR DREDGING—Portion of Cost in 1909, Charged to Dredging Account.

Place were Dredged.	Place where Deposited.	Charged to Dredging Account. Amount.	Total.
		$ cts.	$ cts.
Windmill Point Basin sec. 5 to 10S	New wharf section 37	1,673 08	1,673 08
Windmill Point Basin sec. 5N to 10N	Section 71, Vulcan wharf	1,780 53	
	Section 49, Spoil bank	607 37	
	Section 37, New wharf	662 59	
	Section 25, New wharf	552 16	3,602 65
Basin Sec. 12 to 14N	Vulcan wharf, sec 71	451 39	
	Dominion park	80 42	
	Section 37, New wharf	442 27	
	Section 49, Spoil bank	482 48	1,456 56
Ship Channel Shoal, sec. 12S to 14S	Section 71, Vulcan wharf	1,599 52	
	Dominion park	246 49	
	Section 49, Spoil bank	191 70	
	Section 37, New wharf	1,127 18	3,164 89
Ship Channel Shoal, sec. 33 to 45	Section 49, Spoil bank	1,637 37	
	Section 71, Vulcan wharf	4,521 14	
	Roadway repairs	124 36	
	Section 37, New wharf	2,675 77	8,958 64
Basin Sec. 47, Hochelaga	Section 25, New wharf	221 66	221 66
Vulcan wharf, sec. 71 crib bottoms	Section 71, Vulcan wharf	6.352 89	
	Section 37, New wharf	289 70	6,642 59
Grand Total dredging account			25,720 07

GEO. SMART, *Accountant.*

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HARBOUR DREDGING—Cost of portion of Material charged to place where Dredgings were used in 1909.

Place Where Deposited.	Place Where Dredge.	Quantity Deposited.		Half Cost Charged to Depositing.
		Cubic Yards.	Total Yards.	
				$
Vulcan wharf, section 71.....	Section 71, vulcan wharf....	40,600		
	Sections 33 to 45, ship channel	94,200		
	Sections 12 to 14N., basin	1,684		
	Sec. 12 to 14S., ship channel.	35,340		
	Section 5N., Windmill Point.	4,837		
	City excavations, &c.....	5,550		
			182,211	19,747·55
Dominion park..... ...	Sections 12 to 14N., basin....	300		
	Sec. 12 to 14S., ship channel.	1,350		
			1,650	326·91
Spoil bank, section 49.....	Sections 33 to 45, ship channel	11,850		
	Sections 12 to 14N., basin....	1,800		
	Sec. 12 to 14S., ship channel	1,050		
	Section 5N., Windmill Point.	1,650		
			16,350	2,918·93
Section 37, new wharf.....	Section 71, new wharf.....	1,800		
	Sections 33 to 45, ship channel	19,350		
	Sections 12 to 14N., basins...	1,650		
	Sec. 12 to 14S., ship channel.	6,174		
	Sec. 7 to 8S., Windmill Point	4,500		
	Section 5N., Windmill Point.	1,800		
			35,274	6,870·59
Section 25, new wharf.....	Section 47, Basin Hochelaga.	1,200		
	Section 5N., Windmill Point	1,500		
			2,700	773·83
Road repairs	Sections 33 to 45, ship channel	900	900	124·35
	Grand Totals.....	....	239,085	30,762·16

NOTE.—Of the above quantity 26,800 yards was deposited from dump scows and 212,285 yards by derricks.

GEO. SMART, *Accountant.*

HARBOUR DREDGING—Statement showing particulars of Cost of Working the different Vessels employed in Harbour dredging in 1909.

Vessels.	Repairs and Maintenance.	Fuel.	Wages of Crews.	Proportion of Salaries of Staff.	Cost.	Less Credits.	Net Cost.	Total Cost.	Days of Service.	Cost per day.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.		$ cts.
Dredge *John Kennedy*	4,050 58	1,682 60	4,555 56	575 54	10,864 28		10,864 28		174	62 42
Dredge No. 4	4,269 90	1,876 10	4,710 21	605 07	11,461 28		11,461 28		178	64 39
Dipper Dredges—Totals	8,320 48	3,558 70	9,265 77	1,180 61	22,325 56			22,325 56	352	126 81
Floating Derrick No. 1	9,900 89	756 70	2,712 64	622 99	13,993 22		13,993 22		130	107 64
" No. 3	934 63	1,189 70	3,667 76	359 11	6,151 20	1,710 00	4,441 20		193	31 87
" No. 4	1,750 95	561 60	2,462 77	282 29	5,057 61	1,170 00	3,887 61		132	38 31
" No. 5	1,285 42	252 00	1,573 44	191 07	3,301 93	315 00	2,986 93		59	55 96
" No. 6	3,603 59	346 50	1,402 07	285 65	5,638 81	4,500 00	1,138 81		58	97 22
Floating Derricks—Totals	17,475 48	3,106 50	11,818 68	1,742 11	34,142 77	7,695 00		26,447 77	572	331 00
Tug *Alphonse Racine*	1,222 93	2,570 40	3,086 56	422 86	7,302 75		7,302 75		205	35 64
" *Robert MacKay*	2,634 61	3,116 10	3,063 31	527 09	9,341 11		9,341 11		204	45 56
" *Aberdeen*	2,632 75	2,372 40	2,359 05	433 96	7,798 16		7,798 16		150	51 98
" *St. Peter*	1,491 89	1,760 90	3,841 78	427 72	7,522 29	4,500 00	3,022 29		205	36 20
Tugs—Totals	7,982 18	9,819 80	12,350 70	1,811 63	31,964 31	4,500 00		27,464 31	765	169 38
Scows and Sundry Plant	15,377 78		1,605 12	321 24	17,309 14	1,252 50		16,056 64		
Drilling and Blasting Boat	4,756 79*	680 90	4,105 77	326 00	9,869 46			9,869 46	102	96 76
Grand totals	53,912 71	17,165 90	39,146 04	5,386 59	115,611 24	13,447 50		102,163 74	102	96 76
Less:—Dredging and blasting for government								45,681 51		
								56,482 23		

*Including explosives, $2,371.81.

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HARBOUR DREDGING.—Comparative Cost from 1876 to 1909, inclusive. (The quantities are scow measurement, and the cost includes handling by floating derricks.)

	Years.	Cubic Yards Dredged.	Total Cost.	Cost per Cubic Yard.	Kind of Dredges Employed.
			$	$ cts.	
Interest and depreciation are not included in cost as given here.	1876	156,082	55,462	35	
	1877	173,499	45,103	26	
	1878	211,731	48,748	23	
	1879	189,609	41,006	21	
	1880	186,430	46,914	25	
	1881	170,764	54,128	31	
	1882	187,339	53,598	28	Spoon dredges and stone-lifters.
		9,429	13,254	1.40	Elevator dredges.
		196,768	66,852	33	Totals and average.
	1883	36,358	17,956	49	Spoon dredges and stone-lifters.
		6,990	19,385	2.77	Elevator dredges-lifting rock and boulders and clearing up.
		43,348	37,341	86	Totals and average.
	1884	125,648	49,468	39	Spoon dredges and stone-lifters.
	1885	69,494	28,563	41	" " "
	1886	57,728	25,772	44	" " "
	1887	36,993	23,259	62	" " "
		73,150	36,690	50	" " "
	1888	2,077	1,333	64	Elevator dredges.
		75,227	38,023	50	Totals and average.
	1889	205,283	54,574	26	Spoon dredges and stone-lifter.
		9,420	2,996	31	Elevator dredge.
		214,703	54,570	26	Totals and average.
	1890	186,670	53,674	28	Spoon dredges and stone-lifter.
	1891	259,267	49,571	19	Spoon dredges.
		13,290	14,232	32	Elevator dredge.
		302,557	63,803	21	Totals and average.
	1892	361,947	93,595	25	Spoon dredges.
	1893	235,280	93,050	39	" "
	1894	312,430	98,858	31	" "
	1895	496,528	99,400	20	" "
	1896	401,938	103,317	25	" "
	1897	284,844	68,211	23	" "
	1898	456,458	61,012	13	" "
Includes depreciation and every expense except interest.	1899	963,131	100,163	10	" "
	1900	1,323,871	163,541	12	" "
	1901	1,359,221	190,242	14	" "
	1902	1,179,726	217,986	18	" "
	1903	854,510	226,736	26	" "
	1904	810,723	247,914	30	" "
	1905	324,187	141,059	43	" "
	1906	246,525	113,749	45	" "
	1907	257,321	112,611	43	" "
	1908	186,873	106,115	51	" "
	1909	233,535	92,294	39	" "

STATEMENT showing Expenditure by the Engineering Department for the year ended 31st December, 1909.

EXPENDITURE ON CAPITAL ACCOUNT.

Elevator conveyor galleries, Jacques Cartier pier.	$185,302 00	
New steel sheds (interest not included)	48,496 25	
New transporters for sheds	19,131 45	
New floating crane (balance)	39,844 27	
Vulcan cement wharf, section 71	99,365 37	
New wharf, sections 36 and 37	31,002 63	
New wharf, sections 24 and 25	4,182 99	
Raceway reconstruction, Windmill Point	16,964 12	
Railway construction	17,518 90	
Harbour extensions and surveys	8,136 69	
Harbour improvement, paving wharfs, &c.	19,328 21	
Ship Channel dredging	10,415 20	
Windmill Point Basin dredging	5,275 73	
Windmill Point wharf, filling	1,949 88	
Harbour improvements, dredging basins, North	3,164 89	
Spoil Bank, filling section 49	2,918 93	
New latrines and water service	1,815 31	
Flood wall railing	467 85	
Hochelaga construction, dredging	221 66	
New plant account	1,780 56	
Total expenditure on capital account		$517,282 89

EXPENDITURE ON MAINTENANCE ACCOUNT.

Harbour repairs and railway maintenance	62,002 50	
Grain elevator operating expenses	52,344 32	
Steel sheds maintenance	4,310 33	
Harbour lighting	8,870 25	
Floating crane, operating expenses	2,975 45	
Harbour surveys	2,215 26	
Fire protection—Tug service	1,628 87	
Harbour expenses	300 80	
Buoys and beacons	287 87	
Total expenditure on maintenance account		134,935 65
Total expenditure by engineering department in 1909		$652,218 54

LIST OF HARBOUR COMMISSIONERS' DREDGING PLANT, 1909.

Description of Vessels.	Hull.				Engines.					Capacity of bucket.	Depth to which Dredge can work	Remarks.
	Length.	Breadth.	Depth.	When Built.	Kind of Engine.	No. of cylinders.	Dia. of cylinders.	Length of Stroke.	Pressure of Steam.			
Dredges.	Ft. in. over all.	Ft. in. Beam.	Ft. in. over all.				Inches.	Inches.		C yards.		
Boom Spoon Dredge, *J. Kennedy*	90 0	36 0	10 3	1892	Horizontal non-condensing.	2	16	18	128	7	40	Wooden hull.
" " No. 4	90 0	36 0	10 9	1900		2	16	18	140	7	40	Steel hull.
Derricks.												
Clam Shell Derrick, No. 1	76 0	27 6	8 0	1899	Horizontal non-condensing.	2	12	14	110			Wooden hull.
" " No. 3	76 0	27 6	8 0	1900		2	12	14	110			"
" " No. 4	75 0	26 10	7 6	1892		2	12	14	110			"
" " No. 5	75 0	26 10	7 6	1892		2	12	14	110			"
" " No. 6	75 0	26 10	7 6	1892		2	12	14	110			"
Drilling and Blasting Boat	80 0	27 0	5 6	1895					100			Three 5-in. st'm. drills rebuilt.
Tug Boats.			Hold.									
Tug *St. Peter*	74 8	16 1	8 6	1875	Vertical non-condensing.	1	20	22	125			Wooden hull. 1903.
" *Courrier*	36 9	9 3	6 2	1900		1	10	12	125			Composite hull.
" *Aberdeen*	79 3	18 3	9 0	1895	Vertical condensing.	1	16	24	125			Steel hull.
" *Robt. Mackay*	81 9	17 6	10 0	1899		1	32					
" *Alphonse Racine*	90 0	18 6	12 1	1905		1	16	24	130			"
			Over all.			1	32					
Testing Boat	73 3	14 0	3 1	1897		1	16	24	150			"
	73 3	14 0	3 1			1	33					
Scows.					Capacity.							
1 Flat deck Scow, No. 17	75 0	20 2	6 0	1876	67½ cubic yards.							Two wooden scows, braced 16 ft. apart.
1 " No. 18	75 4	20 4	6 3	1876	67½ "							All wood
1 " No. 19	75 6	20 3	6 5	1878	67½ "							"
1 " No. 20	75 6	20 3	6 3	1878	67½ "							"
2 " Nos. 21 and 22	85 0	25 0	7 5	1891	150 "							"
2 " Nos. 23 and 24	85 0	25 0	6 9	1891	150 "							"
5 " Nos. 25 to 29	85 0	25 0	6 9	1892	150 "							"
5 " Nos. 31 to 35	85 0	25 0	6 9	1893	150 "							"
2 Dump Scows, Nos. 36 and 37	106 0	26 10	9 6	1899	200 "							"
1 " No. 38	106 0	26 10	9 6	1900	200 "							"
2 Flat Deck, Nos. 39 and 40	85 0	25 0	6 9	1903	150 "							"
2 " Nos. 41 and 42	87 0	25 0	7 6	1904	150 "							"

APPENDIX No. 2.

THREE RIVERS HARBOUR COMMISSIONERS' REPORT FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1909.

COMMISSIONERS:

P. A. DROLET, Esq., Chairman.

JOS. L. FORTIN, Esq., L. E. DUFRESNE, Esq.,

P. L. LASSONDE, Esq., L. P. NORMAND, Esq.,

GEORGES BALCER, Secretary.

Notwithstanding the now usual progression and unmistakable healthy condition in nearly every branch of trade and industry in this section of the country, the result of last year's shipping in Three Rivers—although fairly satisfactory—did not by any means, come up to our expectation, nor correspond with our numerous resources, or with the progress noted in other quarters. The continual draining of latter years by the port of Montreal, of our agricultural and dairy products; of part of our lumber, of our pulp and paper, &c., leave but little freight for export in our harbour.—And such abnormal condition may continue, we fear. At all events, until with other ports, we also will have been provided with the necessary improvements, i.e. :—additional wharf-accommodation, more spacious sheds, cold storage plant, &c., for larger ocean traffic. Then the unavoidable change will occur; and this the more striking when direct connection will have been established between the deep water wharfs in Three Rivers and both the two new transcontinental railroads, running only, the Canadian Northern about 20 miles and the Grand Trunk Pacific less than two scores of miles in rear of the city; and on the south shore the Delaware & Hudson Railroad will be completed and an independant connection established between Doucet's Landing and the Intercolonial Railroad, distant only about 12 or 15 miles. Then our legitimate share of the freight from the west and the northwest, as well as from the south—independent of any outside influence—will be able to center in our port and from here shipped 'directly' to destination.

However, in spite of present drawbacks our ocean traffic is gradually gaining ground. We registered 47 s./s. with 100,000 tons, against 44 s./s. and 86,000 tons in 1908, and only 30 s./s. and 56,000 tons in 1907. Out of this number 26 s./s. carried about 12 million feet lumber against only 12 s./s. and 8 million feet the year before. On the other hand we lost 6 cargoes of coal, which went to Grand'Mère and Shawinigan via Quebec on account of insufficient wharf-accommodation and proper dumping grounds in Three Rivers. The difference was partly made up with additional cargoes of sulphur, pig iron, clay, &c.

In regard to next season's shipping, prospects at last, commence to look brighter. Although there may not be a very pronounced rise in the price of lumber, the markets of Great Britain—on account of the almost complete stopping of supply for some years past—begin to be depleted to such an extent that fresh stock has to be provided. Our present winter cut, exceeding 5 million logs in the St. Maurice district, had this object partly in view; and if we are rightly informed, our lumber merchants are already preparing for transactions of a quite unusual importance.

As to the coal trade: provided the long desired coal dock in the western section of the harbour will be constructed without delay—the quantity of coal will double at

once. The present supply scarcely meets the demand of two customers, the C. P. R. and the Laurentide Pulp Co., while every other pulp mill and paper mill and industrial establishment in and around the city and along the St. Maurice, constantly increases its demand, not to mention other railroads on the north and the south shores. The same relates to the supply of raw material and other products imported for the various manufactures, the demand for which is everywhere on the increase.

Our traffic with the United States has been unusually prosperous. Owing to the then unsettled question of tariff reform in the United States in regard to lumber, pulp and paper, and the undisguised threat of the provincial governments to respond with no less drastic measures by regulating the cutting of timber and the export of pulpwood—nearly 1,200 canal boats and barges—exceeding by 25,000 tons the total of our ocean vessels—arrived in our port and out-ports, carrying not less than 100,000 cords of pulpwood and 25 million feet of lumber. If we add lumber and pulpwood carried by rail, the district of Three Rivers alone must have shipped to the United States not less than 150,000 cords of pulpwood, i.e., a quantity sufficient to supply three of the largest of our pulp and paper mills.

Our local traffic, as a whole, has not varied much. The volume of our transactions, according to the receipts by our railroad and steamship companies, was about the same, if not slightly superior to the volume of former years. But recent complaints show some sort of reaction in certain branches or our trade, traceable, no doubt, to the terrible calamity of 1908, less perhaps, on account of the serious individual losses sustained, than by the unavoidable and forcible upsetting of the ordinary every day life and all and every organization, both civil and commercial. On account of the absence, for rather too long a period, of proper accommodation for strangers, houses and stores being under construction, there being no market and every street blocked with building material—the neighbouring communities took advantage of our distress and retained the customers and visitors who, otherwise, would have come to Three Rivers.

However, annoying as the case may be, such situation can only be temporary, and as soon as spring will have cleared the ground of snow, our city will appear in a far more advantageous light and regain its former business activity.

GEORGE BALCER,
Secretary.

THREE RIVERS, February 14, 1910.

STATEMENT of Number and Tonnage of Steamers entered inward and outward of the Port and Outports of Three Rivers, for the year 1909.

OCEAN TRAFFIC.—PORT OF THREE RIVERS.

RETURN OF VESSELS INWARD.			RETURN OF VESSELS OUTWARD.		
Nationality.	No.	Tons.	Cleared for via :	No.	Tons.
British	31	70,109	Inland ports	34	73,082
Norwegian	10	23,505	Great Britain	12	25,630
Danish	3	4,441	Cuba	1	2,074
Canadian	3	2,631			
	47	100,686		47	100,686

UNITED STATES TRAFFIC.

	Number.	Tons.
Port of Three Rivers, United States steam barges	16	6,133
" " " canal boats	997	101,921
Out-ports " " "	166	16,732
	1,179	124,796

INLAND TRAFFIC.

Bateaux not registered	27	
Schooners and barges	131	31,377
Tugs and steamboats	210	32,430
	368	63,807

RECAPITULATION.

Ocean traffic	47	100,686
United States traffic	1,179	124,796
Inland traffic	368	63,807
Grand total	1,594	289,289

Exclusive of Richelieu and Ontario and other Navigation Co.'s steamers, local craft and market boats.

HARBOUR COMMISSIONERS of Three Rivers.—Receipts and disbursements for the year 1909.

RECEIPTS.

COMMISSIONERS' OFFICE.

Tonnage dues	$ 488 24	
Harbour dues inwards	284 77	
" outwards	1,069 06	
Commutation	1,190 00	
Rent of wharfs and moorage	3,056 64	
		$ 6,079 71

CUSTOM HOUSE.

Tonnage dues on vessels	$3,570 89	
Harbour dues inwards	7,223 67	
" outwards	3,197 66	
Moorage dues	711 78	
		$14,704 00
Totals receipts		$20,783 71
Deposit in bank and cash Dec. 31, 1908		10,321 42
Grand total		$31,105 13

DISBURSEMENTS.

ADMINISTRATION.

Expenses on revenue —		
Current expenses	$ 573 77	
Salaries and commission	3,471 12	
Printing, stationery, furniture, &c	418 95	
Repairs and general harbour expenses	1,588 98	
		$ 6,052 71
Interest on debentures		9,525 00
Sinking fund		1,905 00
Total expenses on revenue		$17,482 71
Deposit in bank and cash Dec. 31, 1909		13,622 42
Grand total		$31,105 13

THREE RIVERS, February 14, 1910.

GEORGE BALCER,
Secretary-Treasurer.

APPENDIX No. 3.

REPORT OF THE QUEBEC HARBOUR COMMISSIONERS FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1909.

To the Honourable
L. P. BRODEUR, M.P.,
Minister of Marine and Fisheries, &c., &c., &c.,
Ottawa.

SIR,—In compliance with the requirements of the Act 61–63 Victoria, Chapter 34 'The Quebec Harbour Commissioners Act' (1899), I have the honour to report as follows on the doings of the Quebec Harbour Commissioners for the year 1909.

CHIEF ENGINEER'S REPORT.

The annexed report (marked 'A') from the chief engineer, Mr. St. Geo. Boswell, conveys information in regard to all matters coming under his charge in connection with the harbour works, and the various additions and reparations made to them, and to the other properties of the commissioners during the year, and the work of securing and deepening a dock wall under contract with Messrs. M. P. & J. T. Davis.

WHARFINGER'S REPORT.

The annual report (marked 'B') from the wharfinger, Mr. P. Flynn, gives the usual information regarding the number of vessels using the Louise docks, goods landed or shipped, and the railway traffic over this portion of the commissioners property during the year 1909.

HARBOUR MASTER'S REPORT.

The annexed report (marked 'C') from the harbour master, Mr. J. C. Sullivan, gives information in regard to the opening and closing of navigation, formation of ice, &c.

PREMISES LEASED.

Renewals of leases for one year have been given to the following tenants with a right of cancellation if any of those properties were required for harbour improvements.

Canadian Pacific Railway Co., oil shed site;—Canadian Import Co., coal yard and 200 feet in inner basin; Madden & Son, coal yard; Nérée Gilbert, coal yard; Quebec Coal Co., coal yard; Quebec & Lake St. John Railway Co., riparian rights; J. B. Renaud & Co., Ltd., lower floor grain elevator; T. E. McLaughlin, wood lots; Joseph Gingras, East India wharf; T. Davidson & Co., store No. 4; Geo. Tanguay, store No. 6; Grand Trunk Railway System, Grand Trunk and Wellington wharfs; E. M. Lennon & Co., stores Nos. 7 and 8; John S. Thom, store No. 10; J. B. E. Letellier, coal bins.

Shed No. 9 has been leased to the Quebec Central Ry. Co., for three years with the same right of cancellation.

REPAIRS TO PROPERTIES.

Careful attention has been paid during the year to the various properties of the commissioners to maintain them, and to keep them in good condition.

Details will be found in the chief engineer's report.

CONTRACT FOR STRENGTHENING AND DEEPENING LOUISE DOCK QUAY WALLS.

This contract has now been completed the final certificate having been given to Messrs. M. P. & J. T. Davis, on September 9.

CONTRACT FOR WATER AND DRAINAGE SYSTEM LOUISE EMBANKMENT.

This contract was awarded to Messrs. Madden & Son in 1908, was completed in 1909, and the system has been established so that the people, and vessels using the docks can now obtain the city water.

CONTRACTS GIVEN IN 1909.

Contracts were awarded in 1909 to Messrs. Madden & Son and W. Sharpe for the construction of a paved roadway with stone sidewalk on the Louise embankment; the St. Lawrence Stevedoring Co., for the foundations for carrying two cantilever coal handling towers, and the planking of a portion of the Louise embankment; to J. H. Gignac Ltd., for the construction of a landing shed on the breakwater extension immediately to the north of the Empress landing shed, and to Messrs. Madden & Son for the foundations for the new roadway which the commissioners decided to have laid down behind the coal-discharging plant at the western end of the embankment.

All these contracts have been completed, and details in regard to them will be found in the chief engineer's report.

GRAVING DOCK.

On the 3rd of February a delegation of the commissioners and the Shipping Federation of Canada interviewed the Right Honourable the Premier and placed before him the necessity of increased graving dock accommodation, the following memorial being submitted on the part of the Commissioners by their chairman, Mr. J. B Laliberté.

Right Honourable
Sir WILFRID LAURIER,
Premier.

The reasons for the urgent need of a modern dry dock in Quebec have been so frequently brought before you by the Quebec Harbour Commissioners both by letter and interview that we feel it unnecessary to take up your time repeating them. We venture again to press this matter, and are pleased to say that the Shipping Federation is associated in this appeal, being represented to day by Sir Montagu Allan, and other members of the Shipping Federation.

The federation is formed of the representatives of the most important shipping companies trading in the St. Lawrence with the single exception of the Canadian Pacific Railway Co., and its president, Sir T. G. Shaughnessy, has put himself on record as recognizing the necessity of a dock at Quebec.

This is, we think, the first occasion on which the representatives of the shipping interests of the two great St. Lawrence ports have been absolutely one in urging a common requirement upon the government. Our joint opinion is, the building of a

permanent up-to date graving dock (say 1,000 feet long by 100 feet wide) in Quebec is an imperative national necessity.

The great improvements made by the government in dredging and lighting the channel are of immense advantage: but until proper dock facilities are provided, the St. Lawrence route will never be looked upon by the owners with the favour it deserves, nor will the trade of Canada get the benefit of the lower insurance rates to which it is entitled. We would jointly urge the above, most strongly on the government, fully appreciating the responsibility we incur in so doing.

At this meeting there were present the Right Honourable the Premier and the Honourable the Minister of Public Works, and following members of Parliament:—Messrs. Parent, Price, Lachance and Carrierepres; representing the Quebec Harbour Commissioners, Mr. J. B. Laliberté, chairman, and Messrs. Macpherson, Tanguay, Dobell, Webster and Thom; representing the Shipping Federation of Canada, Sir Montagu Allan, chairman, and Messrs James Thom, representing White Star—Dominion Line, R. W. Reford, Thompson, Donaldson Line; D. W. Campbell, Elder Dempster Line; J. R. Binning, Manchester Line and Thomas Robb, manager and secretary, Shipping Federation of Canada.

The Premier informed the delegation that he would place their views before his colleagues for their consideration, as he fully recognized the importance of this matter.

The commissioners hope to see this construction soon commenced, either by the government in the interest of the whole Dominion, or by their rendering such assistance in the way of a guarantee of interest as will induce private firms to undertake it.

HARBOUR IMPROVEMENTS.

The principal works of improvements carried out during 1909 have been as follows: Completion by Messrs. M. P. and J. T. Davis of their contracts for deepening and strengthening dock walls inner and outer basins Louise docks.

Completion of Messrs. Madden & Son's contract for installing city water and drainage.

Completion of contract with Messrs. Madden & Son and W. Sharpe for paved roadway with stone sidewalk.

Completion of contract with Messrs. Madden & Son for foundation for the new roadway.

Completion of contract with the St. Lawrence Stevedoring Co., for the foundations for carrying two cantilever coal discharging towers.

Completion of contract with same company for planking portion of quay surface in the inner basin.

Completion of contract with J. H. Gignac, Ltd., for the erection of a landing shed on the breakwater extension.

Laying new lines of railways, diamond crossings, &c., planking front of new landing shed and for receiving coal on breakwater extension, and on docks for a carters' stand.

The extension of shed No. 20 to the line decided on at quay front has been commenced, and will be completed for the opening of navigation 1910.

The completion of the work of the inner and outer basins by Messrs. M. P. & J. T. Davis and of the St. Lawrence front of the breakwater extension wharf will considerably increase the commissioners' facilities for accommodating the trade of the port.

The baggage platform formerly in front of the Immigration building has been removed to a more suitable locality, and the covered way from the breakwater to the same building has been elevated. This has greatly improved the surface facilities on the Louise docks.

Fire alarm boxes have also been placed in suitable localities on the Louise embankment.

INTERVIEWS.

A delegation representing the city, board of trade and commissioners were appointed to proceed to New York to interview the White Star—Dominion line to place before them the advantage of making the harbour of Quebec the terminal for their steamships the *Laurentic* and *Megantic*.

Messrs. Geo. Tanguay and John S. Thom. who were accompanied by the chief engineer, represented the Quebec Harbour Commissioners.

The delegation which consisted of Sir J. Geo. Garneau, representing the city of Quebec, Messrs. Scott, G. E. Amyot, J. M. McCarthy and T. Levasseur, secretary, representing the board of trade, and Messrs. Tanguay and Thom the Quebec Harbour Commissioners had an interview on the 5th April, with Mr. P. A. S. Franklin, vice president of the White Star—Dominion line, and at which meeting were also present a number of the principal officials of the company's staff.

The delegation, placed fully before Mr. Franklin the advantage offered by the harbour of Quebec as a terminal point for their steamships, and that special conditions would be given by the Quebec Harbour Commissioners if Quebec were made the terminus.

Mr. Franklin who received the delegation very cordially stated that he fully recognized the many points that were in Quebec's favour but the first steamers could not be altered as they were scheduled from Montreal; but he would refer everything to Mr. Ismay their president in England.

Mr. Franklin said that he felt much gratified and pleased that Quebec wanted them, and he was sure that the visit of the delegation would do good, and showed that the authorities were alive to the interests of the port.

On June 9, the commissioners had the honour of having an interview with the premier, who was accompanied by the Hon. R. Lemieux, in regard to certain matters connected with the harbour improvements. The commissioners are pleased to say that their representations were most favourably considered by the right hon. the premier and have since been carried into effect.

On June 21, the commissioners had the pleasure of an interview with the Hon. the Minister of Public Works, at which meeting the following gentlemen were present: Senator Choquette, Geo. Parent, M. P., Jos. Turcotte, M. P., O. Talbot, M P., A. Lachance, M. P., Wm. Price, M. P. and Ernest Roy, M. P.

At this meeting plans of the present and prospective improvements were submitted, and explained to the Honorable the Minister and other gentlemen present. The embankment and breakwater-extension wharf were visited and the work under construction inspected, and the necessity of bringing this work to completion at the earliest date possible pressed upon the minister.

On the Levis side the graving dock was examined and the need of increased graving dock accommodation brought before the minister.

Returning, the minister made an examination of the wharf accommodation that it is the government's intention to build at Levis and inspected the car ferry steamer of the Quebec & Levis Ferry Co.

ELECTION OF REPRESENTATIVE BY BOARD OF TRADE, LEVIS.

At the meeting of the commissioners held on March 22, a letter was read from the secretary of the board of trade, Levis, stating that at a regular meeting of the council of that board held on the 16th instant, Mr. Cléophas Auger, pilot, Levis, had been elected as the representative of the board to the Quebec Harbour Commissioners to fill the unexpired term of the late Mr. Etienne Dussault.

At this meeting Mr. Auger having taken the oath of office took his seat.

FIRE AT POINT-A-CARCY WHARF.

The commissioners regret to have to have to report that, on the 16th of October a fire which took in the conveyor gallery leading from the marine tower to the Great

Northern elevator swept away almost all the buildings on the wharf. The buildings thus destroyed were the marine tower, conveyor galleries, and the grain elevator the property of the Great Northern Railway Co.; belonging to the Commissioners, the building on the Cross Wall, used as a police station, landing sheds No. 19 and 21, warehouse No. 1, cold store building No. 2, and the annex which contained the machinery to operate cold store and bonded warehouse No. 3. All those properties were partially insured.

The Quebec custom house was also completely gutted by the same fire.

REMOVAL OF CUSTOM HOUSE.

The commissioners have been in communication with the Hon. the Minister of Public Works in regard to the removal of the custom house to a more suitable site, and thus leave this valuable frontage and site for the development of the harbour improvements, and for the accommodation of the lines of the various railway companies. Commission have also had several interviews with the members of the Transcontinental Railway Commission in regard to the advisability of making this site the location of the proposed Union station, No official decision has as yet been arrived at on those matters; but negotiations are still being continued.

ST. JAMES AND ST. PAUL STS.

A deed had been signed with the city in October cancelling the right of way of those streets over the Commissioners, Akkinsons, and East India wharfs, and ceding in return a strip of ground for the widening of Prince of Wales street.

This arrangement will be of value to the commissioners in the proposed construction of improvements along this frontage, and was of little or any value to the city as this passage right of the city has not been used for many years.

EXPENDITURE ON CAPITAL ACCOUNT.

The expenditure on capital account during the year has been $110,392.40.

Particulars of this expenditure will be found in a statement accompanying this report.

Advances have been received from the Dominion government during 1909, in connection with the work of deepening and strengthening dock walls of $34.187.62.

REVENUE AND EXPENDITURE.

The revenue of the commissioners for the year 1909, has been $106,848.20, and the expenditure $106,353.47; leaving a small surplus of $494.73 over working expenses and interest on bonds.

The fire of October, which destroyed the cold store, bonded store, landing sheds, warehouses, &c., on the Point-à-Carcy wharf has caused a heavy loss of revenue to the Commissioners.

DEATH OF MR. ETIENNE DUSSAULT.

The commissioners have to record with feelings of profoundest regret the death, during the year, of their esteemed colleague, the late Mr. Etienne Dussault, who passed away March 7.

Mr. Dussault was for many years the representative of the board of trade of Levis on the commission, and during his extended term of office, from his intimate knowledge of the shipping, and commercial interests of this port has rendered the commissioners and the community at large most valuable service.

ACTING CHAIRMAN.

During the absence in Europe of the chairman, Mr. J. B. Laliberté, Mr. Roger LaRue was the presiding officer, having been unanimously elected by the board, acting chairman.

To this report are annexed the various statements conveying the information yearly forwarded to the department in connection with the harbour, as also a complete statement of the commissioners' accounts for the year.

I have the honour to be, sir,
Your most obedient servant,
JAS. WOODS,
Secretary-Treasurer.

HARBOUR ENGINEER'S OFFICE, QUEBEC, January 3, 1910.

JAS. WOODS Esq.,
Secretary-Treasurer,
Harbour Commission,
Quebec.

SIR,—I have the honour to submit herewith, the following, with reference to the various works in connection with the maintenance and improvement of the harbour accommodation, carried out by this department during the past year.

CONTRACT WORK.

The filling and timber work, required to complete the contract for the construction of a new quay front to the Louise embankment, in the wet dock and tidal harbour, was finished early last season; so that these frontages were put into use during the latter part of the season.

WATER AND DRAINAGE.

As noted in the last annual report, a contract for a water and drainage system for the Louise embankment, was awarded to Messrs. Madden & Son. This work was completed last April, in time for the first Empress boats to obtain a supply of city water.

In the early spring, the Canadian Pacific Railway Company, under contract with the Harbour Commission, placed the diamond railway crossings in the tracks leading to the Empress shed, which were required to enable the railway lines leading to the new baggage platform, to be connected with the embankment tracks: the track connections were then put in, and the new baggage platform put into use; the old baggage platform and covered way were then removed, thus restoring the carriage roadway to its original width. To replace the old covered way for immigrants, an elevated covered way has been constructed.

The removal of the baggage platform and covered way, has enabled the commissioners to have the carriage roadway greatly improved. As noted in the last annual report, a supply of paving blocks and Portland cement was secured, and these have now been used for the purpose, a contract for the construction of a paved roadway with stone sidewalk, having been awarded to Messrs Madden & Son and W. Sharpe, the commission supplying the paving blocks, cement, and stone for sidewalk.

This paved roadway has now been completed, from the north end of Dalhousie Street along the Cross Wall and down the Louise embankment to the breakwater, and

from the Cross Wall along the embankment in a westerly direction, to the point at which the roadway is to diverge to the north, in order to provide additional coal accommodation, making a total length of 3,360 lineal feet of completed paved roadway.

The foundation for the new roadway, which the commissioners decided to have laid down behind the coal-discharging plants, at the western end of the embankment, in lieu of the present one, has been prepared for a distance of 700 lin. feet, ready for the paving of this part, which can be gone on with early next spring.

To provide an additional landing-berth for passenger steamships, the commissioners awarded a contract to Mr. J. H. Gignac for the construction of a landing shed 550 feet long and 80 feet wide, to be erected on the breakwater extension, immediately to the north of the Empress shed. This shed was completed on August 20.

At the request of the steamship companies making use of the breakwater extension, large round floating fenders have been placed along this frontage; these buoys were furnished by the Department of Public Works,

Under an agreement with the St. Lawrence Stevedoring Company the commissioners undertook to lay down foundations along 1,000 feet of the quay front, at the western end of the wet dock, on which the stevedoring company might lay tracks. for carrying two travelling cantilever coal handling towers. These foundations and tracks were completed, and the plant put into operation in the early summer of the past season.

DEPARTMENTAL.

A coal platform has been laid down at the northern extremity of the breakwater extension, to take the place of the one formerly in use at the northern end of the Empress shed.

The quay surface, between the new shed on the breakwater extension and the quay front, has been planked: as has also the area at the eastern end of shed No. 20.

The work of extending shed No. 20, as decided upon by the Commissioners, has begun. The sills are now in place, as well as a considerable portion of the floor supports. The three required tracks have also been laid down, and temporarily connected with the main line. A track has also been laid down along the new quay front in the wet dock, for 1,000 feet in length from the Cross Wall. Two tracks, connected with the main line, have been laid down along the wet dock front, for the use of the St. Lawrence stevedoring plant..

An additional freight track has been placed along the shore side of shed No. 20. The main line has been gone over and put into a thorough state of repair; but owing to the great increase in the weight of the locomotives using this line, the present 56 pound rails will soon have to be replaced by heavier ones.

A track for the reception of cars from the car ferry, has been laid down, connecting the landing berth at the breakwater with the embankment tracks.

To bring the dock surface up to the required level opposite the break in the old quay wall, some 12,000 cubic yards of filling materials have been deposited where needed.

The Cross Wall shed No. 13 has been raised, and the flooring of this shed, as also the planking between the sheds Nos. 13 and 14, renewed.

The conveyor gallery connected with the grain elevator on the embankment, which was of no further use, has been taken down.

The fire which, on the 16th of October last, destroyed so much of the commissioners' property on the Point-à-Carey pier, makes it unnecessary to note the work done on this section before that date.

Since the fire, the tidal harbour face, the river face, and the extension, of this pier, where burnt down by the fire, have been rebuilt, and the dock planking has been renewed. The railway tracks have also been repaired and rebuilt, including the two tracks leading to the car ferry landings.

Repairs have been made to the East India, Grand Trunk, Wellington, Atkinson, and Reynar wharfs.

The Cross Wall draw-bridge was operated for the first time the past season, on the 17th of April, and for the last time on December 11th.

The water was retained in the wet dock for the first time on the 29th of April and for the last time on December 6.

I have the honour to be, sir,
Your obedient servant,

ST. GEO. BOSWELL,
Chief Engineer.

QUEBEC, January 2, 1910.

JAMES WOODS, Esq.,
Secretary-Treasurer,
Quebec Harbour Commission, Quebec.

SIR,—I have the honour to submit the following with reference to the traffic of the St. Charles docks and wharfs showing the number of vessels, their registered tonnage, amount and description of cargo landed and shipped from the docks during season 1909.

Inwards 314 vessels 1,323,445 tons register.

26,982	tons	general cargo.
4,298	"	brick.
797	"	earthenware.
4,937	"	salt.
180	"	clay pipes.
4,474	"	molasses and sugar.
147,757	"	bituminous coal.
1,100	"	coke.
24,553	"	bituminous coal (propellers and barges.)
37,333	"	anthracite coal.

Outwards 89 vessels 95.006 tons register—

15,219	tons	general cargo.
5,531	"	pulp and paper.
496	"	asbestos.
28.741	P. S.	lumber and timber.

LOWER PORT STEAMERS.

Landed 976 tons general cargo.
Shipped 2,088 tons general cargo.

GRAIN LANDED BY PROPELLERS AND BARGES

Landed 5,515 tons grain.

TIES LANDED BY SCHOONERS AND BATEAUX.

122,357 pcs railway ties were landed during season.

SAILING SHIPS.

Finland (iron) after loading 904,989 feet of lumber proceeded to sea.

Chs Racine (iron) after loading 523,007 feet of lumber proceeded to sea.

Glenlui (iron) having gone ashore at Rimouski came up to Louise dock. After having been surveyed and found not damaged shipped 18,582 feet lumber and proceeded to sea.

SS. *Ocland* 1,874 tons used the dock to hold survey found no damage and proceeded to sea.

Nordesjerm used dock to hold survey ;—after a temporary repair proceeded to see.

SS. *Spheroid* having gone ashore at Cap La Roche came into the Louise basin discharged a part of her cargo—after making repairs reloaded and proceeded to sea.

There are wintering on Louise dock, lumber, coal, railway ties &c., &c.

During the year spaces were rented at low rates for storage of coal landed and removed from the water front.

The surface traffic has required the employment of 9,078 cars during the season.

There are stored in the different freight sheds, salt, cement, bricks &c., &c.

The Dominion Coal Co., have 12,000 tons of coal stored on the space rented to them.

The Nova Scotia Steel and Coal Co., have 97,000 tons of coal on their space.

During the past season the different mail steamers landed 92,000 passengers at the Immigration station, Louise docks, who were forwarded to their future homes by the different railway companies.

No record has been kept of cabin passengers.

The docks are occupied during winter months by a large number of vessels of various tonnages where they find safe quarters until the opening of navigation.

I have the honour to be, sir,
Your most obedient servant,

P. FLYNN,
Wharfinger.

COMPARATIVE STATEMENT of the number and tonnage of sea-going steamers and sailing vessels with the number of men employed, entered inwards and outwards at Quebec for the years ending on December 31, 1908 and 1909, showing the countries from whence they came and for which they cleared, whether with cargo or in ballast, also distinguishing the countries to which they belonged.

Compiled by LOUIS C. LANOUETTE, of H. M. Customs.

Return of vessels inwards for the years ending December 31, 1908 and 1909.

	1908.			1909.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Total vessels arrived	356	1,265,827	33,714	369	1,378,349	38,224
Vessels with cargoes	266	995,052	29,521	292	1,173,782	33,580
" in ballast	90	270,775	4,193	77	204,567	4,640
Total	356	1,265,827	33,714	369	1,378,349	38,224
Number of steamers	316	1,252,458	33,317	337	1,371,144	37,810
" sailing vessels	40	13,369	397	32	7,215	414
Total	356	1,265,827	33,714	369	1,378,349	38,224
British vessels	325	1,226,634	33,150	334	1,315,092	37,000
Foreign vessels	31	29,193	564	35	63,257	1,224
Total	356	1,265,827	33,714	369	1,378,349	38,224
UNDER WHAT FLAG.						
British	325	1,236,634	33,150	332	1,311,980	36,952
French	3	446	81	5	611	121
United States	7	1,901	84	3	315	47
Norwegian	12	12,017	182	11	16,185	238
Swedish	1	1,486	33			
German				12	38,793	715
Russian				1	1,590	23
Spanish	1	1,523	26	1	1,819	26
Italian						

Return of vessels outwards for the years ending December 31, 1908 and 1909.

	1908.			1909.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Total vessels cleared	194	607,780	19,786	175	536,990	17,153
Vessels with cargoes	179	580,278	19,039	172	532,164	16,909
" in ballast	15	27,502	747	3	4,826	158
Total,	194	607,780	19,786	175	536,990	17,153
Number of steamers	165	595,878	19,525	153	532,391	16,972
" sailing vessels	29	11,902	261	22	4,599	181
Total	194	607,780	19,786	175	536,990	17,153
British vessels	158	567,201	19,154	136	489,965	16,418
Foreign vessels	36	40,579	632	39	47,025	735
Total	194	607,780	19,786	175	536,990	17,153
UNDER WHAT FLAG.						
British	158	567,201	19,154	136	489,965	16,418
French						
United States	11	2,906	126	11	2,324	72
Norwegian	13	16,466	227	15	21,487	315
Swedish				2	3,645	52
German				1	3,797	72
Russian				1	1,590	20
Belgian						
Holland						

Danish	6	10,571	140	4	7,056	102
Holland						
Belgian	1	1,249	18			
Total	356	1,265,827	33,714	369	1,378,349	38,224
WHENCE ARRIVED.						
United Kingdom	230	1,019,532	27,916	255	1,136,731	32,735
Newfoundland	21	3,887	401	40	5,939	613
British West Indies	6	12,172	193	5	10,812	182
United States	12	8,568	334	5	4,405	96
Porto Rico						
France	21	61,904	1,848	11	32,702	908
St. Pierre and Miquelon	1	184	21	2	281	48
Belgium	30	133,655	2,525	26	135,585	2,629
Holland	2	5,282	45	10	31,718	604
Germany	5	8,174	113	4	11,614	176
Norway	1	746	15	3	2,916	46
Italy	1	1,875	34			
Spain	5	7,317	125	2	2,050	42
Portugal				1	1,988	36
Brazil						
Spanish West Indies						
Argentine Republic	1	1,249	18			
Russia						
Spanish Possessions Africa						
Portuguese " "						
Turkey in Asia						
French Guiana						
Cape Colony						
British Possessions Africa						
Britsh India						
United States of Columbia						
Uruguay						
Sea Fisheries	20	1,252	126	4	270	83
Denmark				1	1,338	26
Total	356	1,265,827	33,714	369	1,378,349	38,224

Italian						
Danish	11	19,684	253	9	14,182	204
Spanish	1	1,523	26			
Total	194	607,780	19,786	175	536,990	17,153
FOR WHAT COUNTRY.						
United Kingdom	138	539,879	18,033	136	502,285	16,248
Newfoundland	9	5,579	139	17	1,921	194
United States	19	16,041	466	9	2,222	63
France	11	33,504	893	8	20,502	490
St. Pierre and Miquelon	1	184	21			
Belgium	1	5,926	86			
Germany				1	3,797	72
Spain				1	1,334	23
Portugal						
Brazil	1	1,249	18			
Argentine Republic	2	2,522	33	3	4,930	63
Holland						
British West Indies						
Peru						
Spanish Possessions in Africa and adjacant islands						
British Possessions, all other (Malta)						
South America	2	2,236	28			
Gibraltar	1	115	6			
Cape Colony						
British Possessions. Africa						
Australia						
Sea Fisheries	9	545	63			
Total	194	607,780	19,786	175	536,990	17,153

QUEBEC, January 3, 1910.

JAMES WOODS, Esq.,
Secretary-Treasurer,
Quebec Harbour Commissioners, Quebec.

SIR,—I have the honour to submit the following with reference to the harbour of Quebec for the year 1909.

Navigation was open all winter in the harbour.

Tugs were working in the Louise basin up to the 13th December.

The ice bridge at Cap Rouge formed on the 6th January.

The ice in the tidal basin broke up on the 2nd April.

SS. *Aranmore* left the harbour with passengers and general cargo for lower St. Lawrence on the 4th April.

Small sailing schooners arrived in the harbour from lower parishes on the 4th April.

Ice bridge at Cap Rouge passed down on the 4th April.

SS. *Natashquan* left the harbour with passengers and general cargo for the lower St. Lawrence on the 11th April.

SS. *Aranmore* arrived in the harbour from the lower St. Lawrence with passengers and general cargo on the 13th April.

The Lake St. Peter ice passed down on the 19th April.

The ice in the North channel between the island of Orleans and the mainland broke up on the 19th April.

The ice in the wet dock broke up on the 23rd of April.

SS. *Bonavista*, first ocean steamer with coal cargo arrived in the harbour on the 21st of April.

The ice in the St. Charles river broke up on the 22nd April.

All pontoons were placed in the harbour on the 23rd April.

The first Richelieu and Ontario Navigation Company, Steamer *Murray Bay* arrived from Montreal on the 25th April and returned on the same date.

First Richelieu and Ontario Navigation Company steamer *Tadousac* left for the Saguenay on the 27th April.

No ballast was discharged in the harbour during the past season.

SS. *Corinthian* Allan line first passenger steamer from sea arrived in the harbour on the 29th April.

SS. *Hero* with coal cargo entered wet dock on the 29th April.

SS. *Salacia* first freight steamer from sea with general cargo arrived in the harbour on the 30th April.

In addition to the routine work of the harbour and the office five hundred and sixty-eight (568) ocean sea going vessels have been berthed in the Louise docks, breakwater and Point-à-Carcy wharfs, also a large number of steam barges, schooners, &c.

The last passenger steamer of the Richelieu and Ontario Navigation Co. *St. Irenee* made her last trip to Montreal on the 26th November.

SS. *Fornebo* last steamer from sea with coal cargo entered wet dock Louise basin on the 1st of December.

SS. *Ocland* left Louise docks with full cargo of lumber for sea on the 3rd of December.

SS. *General Wolfe* entered Louise basin from lower St. Lawrence on the 6th December.

Passenger and ferry steamers *Canada* entered Louise basin from lower St. Lawrence on the 7th of December with freight and passengers.

The ice in the wet dock formed on the 4th of December.

SS. *Montcalm* left the harbour with passengers and general cargo for the lower St. Lawrence on the 18th of December and returned on the 23rd of December.

The ice on the St. Charles formed on the 19th December.

The ice connecting the island of Orleans and the mainland formed on the 19th December.

The ice in the tidal basin formed on the 21st December.

Notices have been posted up in suitable localities warning parties from discharging rubbish of any kind in the river and every precaution is being taken to prevent any violation of the regulations of the commissioners in that respect.

I have the honour to be, sir,
Your obedient servant,

JAS. C. SULLIVAN,
Harbour Master.

Balance Sheet of December 31, 1909.

Dr.	$ cts.	$ cts.
To office furniture		4,367 13
Amount at debit grantees.		
Beach and deep water lots		39,582 99
Amount at debit sundries for rent wharfage, &c.		13,493 87
Cold Storage accounts		3,019 51
Unsettled claims against the Dominion government		33,394 35
Department of Public Works		15,419 96
St. Charles docks and wharfs		4,161,605 38
Wellington wharf		86,945 39
Grand Trunk "		15,740 26
Atkinson's "		55,431 50
East India "		48,896 64
Reynars "		9,918 29
Elevator and brick building		4,000 00
Strengthening and deepening dock walls :—		
M. P. and J. T. Davis, contracts Nos. 1 and 2	423,114 56	
Sundries	27,402 52	
Cross Wall bolting	42,448 58	
		492,965 66
Jackscrew's account		394 87
Anchor "		264 38
Commissioners lifting dredge		19,714 49
Pile driver		527 66
Deck scow		2,830 38
Material on hand		4,776 41
Cash on hand	3,743 21	
La Banque Nationale	233,908 31	
		237,651 52
Tools account		5,490 07
Suspense account		3,042 99
Bills receivable		101 07
		5,587,127 76

	$ cts.	Cr.
By Quebec Harbour Debentures		3,612,802 42
Dominion government for strengthening and deepending dock walls		501,393 26
Receiver General		43,380 00
Quebec Harbour Bonds : 62-63 Victoria, Chap. 34,	350,000 00	
6-7 Edward VII., Chap. 36	400,000 00	
Interest due January 1	3,000 00	753,000 00
Beach and deep water lots	54,523 73	
Profit and loss	622,028 35	
		676,552 08

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commissioners to December 31, 1909, and the balance sheet is correct.

J. B. LeBRUN,
ALEX. J. MESSERVEY,
Auditors.

JAMES WOODS,
Secretary-Tresurer.

Harbour Commissioners' Office,
Quebec, January 3, 1910

STATEMENT OF ASSETS AND LIABILITIES PER BALANCE SHEET OF DATE QUEBEC, DECEMBER 31, 1909.

Assets.	$ cts.	$ cts.
Real Estate—		
St. Charles docks and wharfs	4,161,605 38	
Wellington warf	86,945 39	
Grand Trunk wharf	15,740 26	
Atkinson's wharf	55,431 50	
East India wharf	48,896 64	
Reynars wharf	9,918 29	
Elevator and brick building	40,000 00	
		4,418,537 46
Deepening and strengthening docks walls		
M. I. & J. T. Davis, contracts Nos. 1 and 2	423,114 56	
Sundries	27,402 52	
Cross wall bolting	42,448 58	
		492,965 66
Cash—		
On hand	3,743 21	
La Banque Nationale	233,908 31	
		237,651 52
In re beach and deep water lots		
Capital at debit sundries	31,779 22	
Arrears of interest June 24	7,803 77	
" " Dec. 24	797 68	
		40,380 67
Rents, wharfage, &c.—		
Sundries as per balance sheet	13,493 87	
Rentals for Nov. and Dec	2,245 31	
		15,739 18
Cold storage accounts		3,019 51
Unsettled claims against Dominion government		333,947 35
Dept. of Public Works		15,419 96
Commissioners lifting dredge		10,714 49
Material on hand		4,776 41
Office furniture		4,367 12
Tools		5,490 07
Jack screws		394 87
Anchors		264 38

Liabilities.	$ cts.	$ cts.
Quebec harbour debentures	3,612,802 42	
Receiver General	43,380 00	
Dominion Government securing and deepening dock walls	501,393 26	
		4,157,575 68
Quebec harbour bonds, 62-63 Victoria, Chap. 34	350,000 00	
Interest due 1st Jan.	3,000 00	
Quebec harbour bonds, 6-7 Edward VII, Chap. 36.	400,000 00	
		753,000 00
Surplus compared as follows—		
Beach and deep water lots	54,523 73	
Profit and loss	622,028 35	
		676,552 08

STATEMENT OF ASSETS AND LIABILITIES PER BALANCE SHEET OF DATE QUEBEC, DECEMBER 31, 1909—*Concluded.*

Assets.	$ cts.	$ cts.	Liabilities.	$ cts.	$ cts.
Pile driver		527 66			
Deck scow		2,830 38			
Bills receivable		101 07			
		5,587,127 76			5,587,127 76

We hereby certify that we have examined the statement of assets and liabilities of the Quebec Harbour Commissioners, and we find same in all particulars the true position of the Trust on the 31st of Dec., 1909.

J. B. LeBRUN,
ALEX. J. MESSERVY,
Auditors,

The arrears of interest due to the Dominion Government is not indicated in this statement.

JAS. WOODS,
Secretary-Treasurer.

Harbour Commissioner's Office,
Quebec, Jan. 3, 1910.

REVENUE AND EXPENDITURE.

Dr. | Cr.

1909		$ cts.	$ cts.	1909		$ cts.	$ cts.
Dec. 31.	To Tonnage dues	7,734 31		Dec. 31.	By Administration and enginering staff salaries and fees		15,224 79
	Import dues	6,137 63			Legal expenditure		639 70
	Export dues	3,619 60			Notarial expenditure		154 00
	Harbour dues	2,954 74			Miscellaneous expenses, printing, stationery, advertising, harbour master, general labour, and other expenses		6,650 68
			20,446 28		Workmen Guarantee Insurance		930 54
	Wharf and property earnings—				Cold store expenses		6,479 56
	East India wharf	1,904 17			Property expenditure, taxes, insurance, repairs, &c., and the maintenance of the docks, wharfs and stores		53,556 95
	Grand Trunk wharf	2,000 00			Beach and deep water lots		188 05
	Wellington wharf	2,383 33			Grain elevator insurance		529 20
	Atkinson's	2,393 68			12 mos. interest on bonds, 62-63 Victoria, Chap. 34 and 6 7 Edward VII, Chap. 36		22,000 00
	Reynars	1,200 00			Surplus		494 73
	St. Charles docks and wharfs	68,352 27					
			78,233 45				
	Cold store earnings for 9 months 1909		4,682 36				
	Interest		2,221 12				
	Beach and deep water lots		1,264 99				
			106,848 20				106,848 20

JAS. WOODS,
Secretary Treasurer.

EXPENDITURE ON CAPITAL ACCOUNT DURING YEAR 1909.

	$ cts.	$ cts.
Tools accounts		123 89
Deepening dock quay walls—		
Contingencies	6,046 45	
M. P. & J. T. Davis—		
Contract No. 1	1,117 80	
" No. 2	6,013 17	
		13,177 42
Louise docks capital—		
North crib work	1,415 26	
Paving contact	40,004 99	
New planking contract	3,190 64	
Foundations for roadway	966 20	
Water & drainage contract	10,281 57	
Cantilever towers foundations contract	14,566 58	
Extension of shed No. 20	3,708 90	
Sundries	22,956 95	
		97,091 09
		110,392 40

JAS. WOODS,
Secretary Treasurer.

COMPARATIVE STATEMENT OF THE REVENUE FOR THE YEARS 1908 AND 1909.

—	1908.	1909.	Difference.	
	$ cts.	$ cts.	$ cts.	
Tonnage dues	10,006 03	7,734 31	2,271 72	Decrease.
Import "	4,928 90	6,137 63	1,208 73	Increase.
Export "	1,939 18	3,619 60	1,680 42	"
Harbour "	3,475 29	2,954 74	520 55	Decrease.
Earnings of docks, wharfs and stores	74,439 87	78,233 45	3,793 58	Increase.
Cold store	9,043 74	4,682 36	4,361 38	Decrease.
Interest	1,715 01	2,221 12	506 11	Increase.
Beach and deep water lots	1,209 96	1,264 99	55 03	"
	106,757 98	106,848 20	90 22	"

JAS. WOODS,
Secretary Treasurer.

Harbour Commissioners' Office.
Quebec, January 3, 1910.

SESSIONAL PAPER No. 23

QUEBEC, February 19, 1910.

To the Chairman and Commissioners,
Quebec Harbour Commissioners,
Quebec.

SIRS,—Your Auditors beg to report that we have examined the entries made in the books of the commission, and find same agree with the vouchers on file, and the balance sheets assets and liabilities are correct representing the position of the trust on the 31st December, 1909.

The secretary, Mr. Woods, places every facility at his disposal to expedite our work to whom we tender our thanks.

Your obedient servants,

ALEX. J. MESSERVY
J. B, LEBRUN,
Auditors.

APPENDIX No. 4.

REPORT OF TORONTO HARBOUR COMMISSIONERS FOR THE YEAR ENDING DECEMBER 31, 1909.

GENERAL BALANCE SHEET.

Wharf property	$43,073 72	By balance to credit of profit and loss..	$76,366 55
Office furniture	437 88		
Canada Per. and City of Toronto bonds	19,000 00		
Cash in Bank of Toronto	13,852 15		
Cash in till	2 80		
	$73,366 55		$76,366 55

We have examined the books and vouchers, and have compared the balance sheet with the said books and vouchers, and we certify the same to be correct, and to represent a true statement of the affairs of the Trust at this date, December 21, 1909,

S. BRUCE HARMAN,
SYDNEY H. JONES,
Auditors.

F. S. SPENCE, Chairman,
J. T. MATHEWS, Vice-Chairman,
W. H. PEARSON, Board of Trade,
GEORGE McMURRICH, Alderman,
JOHN DUNN, Alderman,
Harbour Commissioners for year 1908.

COLIN W. POSTLETHWAITE,
Harbour Master.

PROFIT AND LOSS.

Dredging	$6,045 03	Balance from ledger	$73,388 82
Fire insurance premium	17 50	Canadian Pacific Railway	4,000 00
Printing and stationery	63 62	City of Toronto rent	2,000 00
Commissioners' fees, &c	300 00	Harbour dues	6,382 96
Salaries	2,540 00	Premium and interest	731 32
Lights, buoys and beacons	428 41	Interest on deposits	317 00
General repairs	220 34	Fines for over speed	40 00
Office expenses and rent	713 90	Rents of boat house sites	5 90
Solicitor's account	40 00		
Deputations to Ottawa	55 25		
Fidelity Insurance	8 00		
Written off furniture account	50 00		
Advertising	16 50		
Balance to credit of profit and loss	76,366 55		
	$86,865 10		$86,865 10

Audited and found correct.

Toronto, January 5, 1910.

S. BRUCE HARMAN,
SYDNEY H. JONES,
Auditors.

RECEIPTS AND EXPENDITURE.

Receipts.		Expenditure.	
Cash in bank, January, 1909	$10,807 75	Dredging	$ 6,308 57
Cash in till, January, 1909	19 47	Lights, buoys and beacons	528 41
Canadian Pacific Railway Co	4,000 00	Refund of harbour dues	63 25
City of Toronto	2,000 00	Fire insurance premiums	17 50
Harbour dues	6,446 21	Printing and stationery	63 62
Interest on bonds	731 32	Commissioners' fees, &c	300 00
Interest on deposits	317 00	Salaries	2,540 00
Fines	40 00	General repairs	220 34
Rent of boat house site	5 00	Office expenses and rent	713 90
Refund account dredging	263 54	Solicitors' account	40 00
City allowance per cent. buoys	100 00	Deputation to Ottawa	55 00
		Fidelity insurance	8 00
		Advertising, Ashbridge's bay	16 50
		Cash in Bank of Toronto and till	13,854 95
	$24,730 29		$24,730 29

Audited and found correct.

Toronto, Jan. 5, 1910.

S. BRUCE HARMAN,
SYDNEY H. JONES,
Auditors.

COMPARATIVE STATEMENT.

Goods arrived at the Port of Toronto during years 1908-9.

Description of goods.		1908.	1909.
General marchandise	tons	41,939	64,809
Coal	"	148,915	123,373
Lake stone	toise	5,038	7,174
Fruit	brl.	1,944	92
"	crates	19,399	9,611
"	baskets	207,194	288,680
Bricks, scoria blocks for paving		338,000	396,000
Grain	bushels	125,600	700
Horses, carriages and horned cattle		208	242
Ice	tons	7,481	4,249
Oil in bulk	brl.	96,476	68,384

FIFTY-NINTH ANNUAL REPORT.

To the Commissioners of the Harbour of Toronto :

Gentlemen,—I have the honour to submit my report for the year 1909.

The harbour was clear of ice on the 27th March, having been frozen over 79 days, or 18 days longer than for the year 1908.

The first vessel to arrive was the *Maple Leaf*, Captain R. Goldring, with a cargo of lake stone. She arrived on March 31st. The last arrival was the steam barge *Glenellah*, Captain G. MacKay, with a cargo of soft coal from Erie, on the 18th December.

The number of vessels arriving at the port for the year is 2,939, a falling off of 492 vessels, when compared with the arrivals of 1908.

Below is a comparative statement of arrivals and tonnage :—

—	1908.	1909.	Decrease.	Increase.	Tonnage.	
					1908	1909
Propellers	572	518		54	239,032	287,314
Steamers	2,327	2,064		263	1,289,032	1,152,389
Sailing Craft	531	359		175	61,674	40,589
	3,430	2,939		492	1,521,165	1,480,293

The year commenced with a cash balance of	$10,827 22
Receipts for the year from all sources	13,903 07
Total for year	$24,730 29
Expenses for the year amount to	10;875 34
Leaving a cash balance of	$13,854 95

The coal receipts by vessel for the year are as follows: Anthracite, 94,368 tons; bituminous, 29,006 tons; in all, 123,374 tons; a shortage from last year of 25,304 tons, owing entirely to the Electric Light Company obtaining their power from Niagara instead of running dynamos by steam power at their Toronto plant.

The total amount of coal imported into Toronto last year by both rail and vessel, per government returns, is as follows: Anthracite, 573,427 tons; bituminous, 558,301 tons; in all, 1 131,728 tons, or 90,864 tons less than in 1908.

Notwithstanding the deficiency in coal receipts, the harbour dues are slightly in advance of last year, which is attributable to the increase in general merchandise and fruit brought into the city by water.

The highest water for the year was 29½ inches above zero, on the 27th May; the lowest water was on the 11th December, when the gauge touched zero; the mean for the year is 13 inches above zero, an average record.

Owing to the unusual high water which prevailed last year, there was little dredging required in the harbour; the result is that this year has to bear the burthen of two years' dredging, added to which a fierce storm from the south-west, on April, 7, 8, brought large quantities of sand into the Queen's Wharf channel, rendering extensive dredging at that point unavoidable.

The lamps were lighted for the first time on March 31st, and were discontinued on the 15th December.

The harbour buoys were placed out on March 31, and taken up on December 15.

There are 107 vessels of various descriptions wintering here this season, viz.:—8 passenger steamers, 9 propellers, 9 tugs, 4 sailing craft, 3 tow barges, 10 ferry steamers, 30 pleasure sailing yachts, 5 dredges, 4 steam cranes, and 18 dump and flat scows, representing about 20,042 net tons register.

Dredging was done at the following localities, the contractors, Messrs. Randolph MacDonald & Co., giving every satisfaction :

At Queen's wharf	2,921	cubic	yards.
At Princess street	5,142	"	"
At Church street	2,828	"	"
At West Market street	3.318	"	"
At Scott street	2,196	"	"
At Crown Coal Co.'s dock	441	"	"
	16,846	"	"

Mr. J. G. Sing, government engineer in charge, reports as follows: During the past year extensive repairs have been undertaken at the eastern entrance. The superstructure of the northern 1,600 feet of the west pier has been renewed in concrete and is a particularly fine piece of work.

The work of constructing the new western channel has been carried on diligently by the contractor since its inception, and will probably be entirely completed by the fall of 1910. The crib-work of the southern pier, 2,500 feet long, is completed, and 700 feet of crib-work with part of the concrete superstructure of the north pier, is also in place. Incidental to this work some fifty acres of new land has been made by the hydraulic dredge required for the purpose.

The Department of Marine and Fisheries let a contract last fall for the erection of a life saving station, and the same was completed in November. It is a frame building, 20 feet by 36 feet, with a long runway in front, built on piles and fitted with rollers, &c., for launching and hauling in the lifeboat. It is situated 200 feet south of the east end of the south pier.

It may be remarked that the gas pipe to the island was placed across the channel in a trench cut out of the solid rock, 27 feet below zero, so as to be safe from interruption should the channel be deepened in the future to upwards of 25 feet.

The 1,500 feet extension to the breakwater on the south shore of the island was completed last fall. It consists of close piling, backed up with very large stones reaching to top of piling and extending backwards from six to twenty feet, and six concrete groynes, founded on crib-work, and protected by large stone talus, spaced at 300 feet intervals. The groynes are placed at right angles to the piling and are 60 feet long by from 12 to 16 feet high.

Mr. R. F. Stupart, Director of the Toronto Observatory, reported as follows:

The display of storm signals for the lakes for the season of 1909 was resumed on April 21, and discontinued after December 7. During this period signals were displayed at the eastern gap and at the Queen's wharf on eighteen different occasions, and in every instance but one, if storms were not always felt in Toronto harbour, ports on Lake Ontario reported a gale to have occurred within such a distance that vessels leaving Toronto would have encountered it. November was not nearly so stormy as in 1908, but during the last half of the month two very heavy gales were experienced. December was a month of many severe gales, which were rendered particularly dangerous by the great cold accompanying them.

The precipitation for the year was: rain fall 26·01 inches; and snow reduced to water, 6·91 inches; in all, 32·92 inches; being $3\frac{1}{2}$ inches more than in 1908.

I have the honour to be, Gentlemen,

Your obedient servant,

COLIN W. POSTLETHWAITE,
Harbour Master.

COMPARATIVE STATEMENT.

Receipts and Expenditure for the years 1907-8-9.

Receipts.				Expenditure.			
—	1907.	1908.	1909.	—	1907.	1908.	1909.
	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.
Can. Pacific Railway	4,000 00	4,000 00	4,000 00	Solicitors' fees	92 62	13 00	40 00
City of Toronto		1,000 00	2,000 00	Deputation to Ottawa	25 00		55 25
Harbour dues	7,030 96	6,388 16	6,446 21	Fire insurance	5 00	45 90	17 50
Interest on bonds	557 20	809 20	731 32	Commissioner's and auditor's Fees	300 00	500 00	300 00
Interest on deposits	216 50	287 57	317 00	Lights, buoys and beacons	109 70	472 20	548 41
Water Works Dept.	100 00	100 00	100 00	General repairs	750 31	907 43	220 34
Fines—Speed by law			40 00	Printing and stationery	46 85	49 00	63 62
				Dredging	3,659 95	1,033 48	6,308 57
				Office expenses and rent	886 32	526 29	713 90
				Salaries	2,540 00	2,540 00	2,540 00
				Valuator's fee		110 00	
				Sundries			87 75
	11,904 66	12,813 93	13,634 53		8,415 75	6,206 88	10,875 34

SESSIONAL PAPER No. 23

APPENDIX No. 5.

REPORT OF THE PICTOU, N.S., HARBOUR COMMISSIONERS FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1909.

PICTOU, N.S., January 19, 1910.

STATEMENT OF HARBOUR DUES ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1909.

	$ cts.	$ cts.
Receipts.		
Balance in Bank of Nova Scotia, December 31,1908	125 00	
Collections for the year ending December 31, 1909	736 29	861 29
Disbursements.		
Salary of Harbour Master year 1909	300 00	
Credit of Harbour Commissioners, December 31, 1909	436 29	
Balance on hand December 31, 1909	125 00	861 29

R. P. FRASER,
Collector of Customs.

PICTOU, N.S., December 31, 1909.

PICTOU, N.S., December 31, 1909.

THE PICTOU Harbour Commissioners in account with Henry G. Ives, Secretary

				$ cts.	$ cts.
			Dr.		
Jan.	29....	To	J. T. McKay repairing buoy chains	3 25	
April	8....		New Glasgow Commissioners' expenses	10 00	
"	23....		Painting buoys	5 00	
May	22....		S.S. *Hiawatha*, putting out buoys	30 00	
"	22....		Wm. McLeod, bushing channel to East river	12 00	
"	22....		Wm. Fraser account 1908 and bushing West river	10 00	
June	22....		Printing rules and regulations	9 00	
July	14....		Joe Graham, deputy harbour master	25 00	
"	21....		John U. Ross	10 00	
Aug.	24....		Repairing crane	93 11	
"	28....		Printing Receipts	7 50	
Nov.	4....		Rod. Graham, bushing East river	30 00	
Dec.	10....		Taking in buoys	30 00	
"	10...		Wm. McLean per contract	6 00	
"	27....		W. B. Ives	10 00	
"	27....		Scretary's salary	100 00	
"	27....		Balance in Bank of Nova Scotia	832 73	
					1,223 59
1909.			*Cr.*		
Jan.	1....	By	balance per account	539 44	
April	29....		Dredge *Northumberland*	5 00	
June	28....		Collector of Customs for dues 1908	242 86	
Dec.	31....		" " " 1909	436 29	
					1,223 59
1910.					
Jan.	1....	By	balance in Bank of Nova Scotia		832 73

HENRY G. IVES,
Secretary.

Correct.
J. R. BROWN, *Chairman.*
D. A. BARRY, *Commissioner.*

IMPORTS by water at the port of Pictou, N.S., from foreign countries for fiscal year ending March 31, 1910.

	Quantity.	Value.
Rough Granite	360 tons	$509
Sand	315 "	504
Hard coal	169 "	757
Fertilizers	436 "	9,807
Total		$11,577

EXPORTS by water at the port of Pictou, N.S., to foreign countries for fiscal year ending March 31, 1910.

	Quantity.	Value.
Spruce deals	4,871,251 sup. ft.	$68,721
Coal	1,412 tons.	3,888
General cargo		6,263

VESSELS reported inward from foreign countries for fiscal year ending March 31, 1910.

Number of vessels	14
Tonnage	6,329 tons.

Outward.

Number of vessels	9
Tonnage	10,066 tons.

VESSELS reported outwards, coast-wise, for fiscal year ending March 31, 1910.

Number of vessels, 895 British	182,322 tons.
" " 19 Foreign	21,973 "
Total	204,295

VESSELS reported inwards, coast-wise, for fiscal year, ending March 31, 1910.

Number of vessels, British 883	188,029 tons.
" " Foreign 16	18,338 "
Total	206,367 "

APPENDIX No. 6.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY, N.S., FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1909.

North Sydney, N.S., January 18, 1910.

G. J. Desbarats, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—The Harbour Commissioners beg to hand you herewith inclosed statement of receipts and expenditures for the year ending December 31, 1909, also list of shipping that entered at the ports of the Sydneys during 1909, and quantity of coal, &c., shipped.

Your obedient servant,

WM. HACKETT,
Secretary.

STATEMENT OF RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING DECEMBER 31, 1909.

1909.	Receipts.	$ cts.
Jan. 1..	Amount on hand	554 14
April 2..	Received harbour dues	90 00
June 2	" "	80 88
" 4..	" "	102 37
July 3..	" "	571 96
" 28..	" "	646 27
Sept. 7..	" "	566 15
Oct. 29..	" "	576 01
Dec. 10	" "	558 88
" 10..	" "	506 80
" 31..	" "	641 04
		4,894 50
	Amount on hand	1,848 36

1909.	Expenditures.	$ cts.
Feb. 3..	P. J. McDonald	32 00
Mar 4..	"	50 00
" 29..	Joseph Shean, harb. master	175 00
" 29..	Acct. Bertram property	69 00
April 21..	P. J. McDonald	85 00
May 22..	Boat davits for hr. master	6 00
" 22..	Wm. Perry	7 25
June 10..	P. J. McDonald	93 00
July 2..	Labour acct. per hr. master	23 60
" 10..	M. W. Lawlor	50 00
" 14..	Labour hr. master order	7 50
" 17..	Account Bertram property	92 13
" 17..	George Lawley, acct. logs	23 25
" 17..	P. J. McDonald	100 00
Aug. 7..	Labour, hr. master order	27 00
" 14..	" "	5 25
" 14..	Truckage	75 75
" 18..	Joseph Shean, hr. master	225 00
" 21..	Labour, breakwater	9 00
" 25..	B. Andrews, trucking logs	5 00
Sept. 4..	Labour, per hr. master order	15 00
" 4..	M. W. Lawlor	150 00
" 14..	Labour, per hr. master order	1 50
" 16..	P. J. McDonald	24 00
" 16..	M. W. Lawlor	100 00
" 29..	J. Treen acct., timber	107 29
Oct. 7..	P. J. McDonald	5 00
" 11..	Acct. Bertram property	72 78
" 30..	Labour, breakwater	15 75
" 30..	Bent & Cohoon	3 56
Nov. 12..	P. J. McDonald	10 00
" 27..	Labour, per hr. master order	27 00
" 30..	P. J. McDonald	12 00
Dec. 2..	Joseph Shean	200 00
" 11..	Labour, breakwater	21 00
" 27..	"	15 12
" 31..	P. J. McDonald	89 00
" 31..	M. W. Lawlor	200 00
" 31..	W. Hackett	600 00
" 31..	Rent	75 00
" 31 .	Joseph McPherson	217 01
	Amount on hand	1,848 36
		4,894 50

PETER J. McDONALD,
M. W. LAWLOR,
WM. HACKETT,
Harbour Commissioners.

North Sydney, C.B.,
January 18, 1910.

LIST OF SHIPPING AND REGISTERED TONNAGE ARRIVING AT THE PORTS OF THE SYDNEYS DURING 1909.

There was an increase of about 170,000 tons over 1908, notwithstanding the fact that nearly half the men employed by the Dominion Coal Company were out on strike during the last half of the year, which caused a big reduction in the quantity of coal that this company would otherwise have shipped.

	No.	Tonnage.
Ocean steamers	983	1,277,907
Coasting steamers	196	49,072
Barques	5	3,666
Barkentines	4	966
Brigantines	29	4,478
Schooners	1,008	57,030
	2,225	1,393,619

Navigated by 68,875 men.

Coal shipments :

Dominion Coal Co., Ltd., from International pier, Sydney	1,260,000 tons.
Nova Scotia Steel and Coal Co., Ltd., North Sydney.	524,064 "

Received by Nova Scotia Steel and Coal Co., Ltd. :

Wabana ore	101,357 tons.
Porman ore	9,482 "
Narvik ore	5,429 "

Received by Dominion Iron and Steel Co., Ltd. :

Ore from Wabana	530,605 tons.
" other sources	14,764 "
Limestone, Marble mountain	212,827 "
Coal	99,202 "
General cargo	31,315 "

Shipments by Dominion Iron and Steel Co., Ltd. :

Rails	77,401 tons.
Sulphate ammonia	1,322 "
Pitch, &c	9,817 "

WM. HACKETT,
Secretary.

APPENDIX No. 7.

REPORT OF BELLEVILLE HARBOUR COMMISSIONERS FOR THE YEAR ENDING DECEMBER 31, 1909.

BELLEVILLE, December 23, 1909.

To the Honourable,
The Minister of Marine and Fisheries,
Ottawa, Canada.

SIR,—Inclosed please find harbour master's report for 1909. Also statement of the Harbour Commissioners for same year.

You will see by this that the sinking fund is well provided for, the second year's amount being placed to its credit.

I remain, dear sir,
Very truly yours,

DAVID PRICE,
Chairman.

BELLEVILLE, December 15, 1909.

To the Honourable,
The Minister of Marine and Fisheries,
Ottawa, Canada.

SIR—The undersigned harbour master of the city of Belleville begs to submit the following report for the year 1909 :—

Navigation opened April 8 in Belleville harbour and closed December 10.

Imports—		
583,000 ft. of lumber	$ 29 15	
15,536 tons of coal	1,553 60	
857½ tons merchandise	85 75	
79 tons hay	7 90	
66 cords of wood	3 30	
250 posts	31	
20 tons of sand	1 20	
10 tons of cement	1 00	
		$ 1,682 21
Exports—		
1,501½ tons merchandise	150 15	
857½ tons cheese	85 75	
77,000 tons shingles	2 31	
		238 21
		$ 1,920 42
Expense		22 55
Banked		$ 1,897 87

All of which is respectfully submitted.

I have the honour to be, sir,
Your obedient servant,

SYD. VANDERWOORT,
Harbour Master, Belleville, Ont.

DAVID PRICE,
Chairman Harbour Commission.

SESSIONAL PAPER No. 23

Report of the Belleville Harbour Commissioners for the year 1909.

	Receipts.	Expenditure
	$ cts.	$ cts.
To cash in bank January 1, 1909	1,124 16	
" deposited during year by Harbour Commissioners	1,897 87	
" disbursed out of harbour dues	27 02	
" Interest	31 59	
	3,080 64	
EXPENDITURES.		
Paid city rent		3 00
" salaries		650 00
" rebate on coal		1 50
" interest on coupons		600 00
" deposited in Sinking fund		645 19
" placing and storing buoys		12 00
" printing and sundry expenses		18 30
" packing revetment wall and repairing park wall		762 02
Balance in bank as per book		388 63
	3,080 64	3,080,64
RECAPITULATION.		
Cash deposited in Sinking fund (re debentures) as per bank book		2,186 84
Cash on hand in Saving bank as per bank book		388 63

The above is a correct statement to the best of our belief, of all moneys received and expended by the Belleville Harbour Board for the year 1909.

DAVID PRICE,
Chairman.

P. CARMAN.

APPENDIX No. 8.

REPORT OF THE ANNAPOLIS ROYAL PORT WARDEN FOR THE YEAR ENDING DECEMBER 31, 1909.

PORT OF ANNAPOLIS ROYAL, N.S., January 6, 1910.

The Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report to you that I have not been called upon to perform any services as port warden; neither have I received any fees nor paid out any moneys during the year, ending December 31, 1909.

I have the honour to be, sir,
Your obedient servant,

JOSEPH MELANSON,
Port Warden.

APPENDIX No. 9.

REPORT OF THE PORT WARDEN AT CHATHAM, N.B., FOR THE YEAR ENDING DECEMBER 31, 1909.

PORT OF CHATHAM, N.B., December 27, 1909.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have not held a survey this year. The shipping for the year was light. We had an exceptionally late year for navigation as the river was open till the night of December 24, when it frozen all over.

I remain, your obedient servant,

GEORGE T. TAIT,
Port Warden.

APPENDIX No. 10.

REPORT OF THE PORT WARDEN AT HALIFAX, N.S., FOR THE YEAR ENDING DECEMBER 31, 1909.

HALIFAX, N.S., January 1, 1910.

G. J. DESBARATS, Esq.
Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

SIR,—I have the honour to submit my report for the year ending December 31, 1909, accompanied by a statement in duplicate, of the receipts and expenditures during that period.

Surveys have been held on twenty-two steamers and eleven schooners which arrived at this port in a damaged condition during the year.

The necessary repairs have been made to the vessels, and those of them bound to other ports with their cargoes proceeded to their destination, where all of them (except SS. *Corinthian*, which sailed on December 25) have arrived safely.

I have the honour to be, sir,
Your most obedient servant,

NEIL HALL,
Port Warden.

RECEIPTS AND EXPENDITURES OF THE PORT WARDEN AT HALIFAX, N.S., FROM JANUARY 1, 1909, TO DECEMBER 31, 1909.

Date.	Receipts.	Amount.	Date.	Expenditures.	Amount.
1909.		$ cts.	1909.		$ cts.
	To amount received as fees.	2,452 00	.....	By amount paid assistants, office expenses, &c.....	1,239 04
	Fees for cattle inspection..	46 43	.....	Amount to port warden.....	1,259 39
		2,498 43			2,498 43

I hereby certify that the above is a true and correct statement of the receipts and expenditures of the port warden at Halifax, N.S. from January 1, 1909, to December 31, 1909.

NEIL HALL,
Port Warden.

APFENDIX

PORT WARDEN'S REPORT OF

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to submit herewith my annual report of the port warden's

Date.	Vessel's Name.	Master's Name.	Register. Tonage.	Cargo.
1909				
Jan. 4.	SS. *Indian Monarch*	Dakers.	2,818	Steel rails
" 7.	*Falco*	Hansen.	1,376	Pitch in bulk
" 9.	*Fridshjof Nansen.*	Mediel	2,094	Steel rails
Apr. 22.	*Aquila*	Andersen	1,407	Pitch in bulk
May 3.	*Juneta*	Hendry	2,778	Steel rails
" 19.	*Francisco Ciampo*	Marsea	2,338	Grain
" 26.	*Djerv*	Hummel	959	Steel rails
" 29.	*Stormount*	McMaster	1,230	"
" 31.	*General Consul Pallisen*	Christensen.	1,350	Deals.
June 2.	*Nordstjernen*	Bulmann	1,338	Pulp
" 7.	*Hermine*	Geromitich.	2,416	Deals.
" 7.	*Alula*	Griffiths.	2,040	Lumber.
" 10.	*Hercules*	Bjerck	2,439	Steel rails
" 14.	*Milton*	Egan	2,094	Deals.
" 15.	*Glenmount*	Wood	1,240	Steel rails
" 19.	*Westmount*	Milligan	1,271	"
" 24.	*Fairmount.*	Telfer.	1,184	"
" 24.	*Coaling*	Hughes.	2,475	Deals
July 5.	*Belford*	Marshall	2.076	"
" 10.	*Eastry*	Perckey	1,924	"
" 15.	*Stormount*	McMaster	1,230	Steel rails
Aug 2.	*Nordfarer*	Hagelhert	2,397	Deals.
" 3.	*Glenmount*	Wood	1,240	Steel rails
" 4.	*Tyr*	Fluge	1,443	Deals.
" 7.	*Fairmount*	Telfer	1,184	Steel rails.
" 17.	*Icanara*	Johnson	2,786	Lumber
" 26.	*Stormount*	McMaster.	1,230	Steel rails
" 30.	*Belle of Spain*	Minister	2,741	"
" 30.	*Arkansas.*	Petersen	2,381	Deals.
Sept. 6.	*Dageid*	Wood	788	Sulphate of ammonia
" 13.	*Glenmount*	Upton	1,246	Tons
" 18.	*Silverdale.*	Upton	1,711	Lumber
" 25.	*Ole Bull*	Wilhelmsen.	1,041	Deals.
Oct. 6.	*Ceylon*	Wolven	1,454	Pitch in bulk
" 6.	*Carleton*	Smith	830	Steel rails
" 6.	*Hujin*	Olsen.	1,174	Deals.
" 6.	*Stormount*	McMaster	1,230	Steel rails
" 14.	*Glenmount*	Wood	1,246	"
Dec. 4.	*Tropea*	Barber	3,054	"
" 4.	*Nordstjernen*	Hagelberg	1,338	Pulp
" 6.	*Ocland*	Brusi	1,879	Deals.
" 17.	*Maud*	Stranger	1,354	Pitch
" 20.	*Cape Breton*	Warden.	2,561	Steel rails
" 25.	*Ryhope*	Tudor	695	Deals
			75,026	tons.

I hereby certify that the above is a true and correct record of vessels and tonnage entered and

Dated at Sydney, N.S.,
this 31st day of December, 1909.

SESSIONAL PAPER No. 23

No. 11.

INTERNATIONAL PIER.

SYDNEY, N.S, January 9, 1910.

office, International pier, Sydney, N.S., for the year ending December 31, 1909.

Your obedient servant,

NELSON H. TOWNSEND, *Port Warden.*

Place from.	Place to.	Draft. Forward.		Draft. Aft.		Free Board.		Mean Draft.		Amount
		ft.	in.	ft.	in.	ft.	in.	ft.	in.	$ cts.
Sydney N.S.	Sydney, N.S. Wales	24	0	24	0	0	6¾			8 00
"	Genoa, Italy	20	0	20	0	0	7½			8 00
"	Kurachi, British India	21	8½	21	8½			21	8½	8 00
"	Antwerp, Bel	20	8	20	8			20	8	8 00
"	Sydney, N.S. Wales	23	0	23	7	5	6			8 00
Montreal	Tyne Dock	23	5	24	3			23	10	8 00
Sydney, N.S	Grimsby, G.B	17	3	19	9			17	6	8 00
"	Montreal	18	3	20	2	4	1			8 00
Chatham, N.B.	Preston, Eng	20	3	20	9			20	6	8 00
Chicoutimi Que	Rouen, France	18	6	20	0			19	3	8 00
Nelson, N.B	Dublin, Ireland	20	0	21	6			20	9	8 00
Campbellton, N.B	Buenos Ayres	20	6	20	6	5	6			8 00
Sydney, N.S.	Prince Rupert	25	3	25	9			25	6	8 00
New Mills, N.B	Brow Head	20	3	20	9	8	3½			8 00
Sydney, N.S	Montreal	18	3	20	0	4	1			8 00
"	"	17	6	18	6	5	7			8 00
"	"	17	5	18	9	5	0			8 00
Miramichi	Belfast	22	4	23	3	7	4½			8 00
Richmond. P.Q	Sharpness	19	6	21	5	6	4½			8 00
Barrachois, P.Q	Manchester	19	10	19	10	11	5½			8 00
Sydney, N.S	Quebec	18	3	20	2	4	1			8 00
Rimouski, P.Q	London	22	6	22	6			22	6	8 00
Sydney, N.S	Montreal	18	3	20	0	4	1			8 00
Chatham, N.B.	Brow Head	19	8	21	2	2	0			8 00
Sydney, N.S	Montreal	16	6	16	6	6	0			8 00
Montreal	Buenos Ayres	21	10	22	11½	6	10½			8 00
Sydney, N.S	Port Arthur, Ont	14	4	14	4	9	1			8 00
"	Prince Rupert	25	0½	25	0½	6	2½			8 00
Bathurst, N.B	Belfort	20	6	20	7			20	9	8 00
Sydney, N.S	New York	15	0	15	0			15	0	8 00
"	Port Arthur, Ont	14	4	14	4			14	4	8 00
Sapelo, Ga	Brow Head	21	2½	22	2½	5	2			8 00
Chatham, N.B	"							18	3	8 00
Sydney, N.S	Cette, France							21	4½	8 00
"	Port Arthur, Ont							14	2	8 00
Cape Tormentine, N.B.	Preston, Eng							18	0	8 00
Sydney, N.S	Port Arthur, Ont							14	2	8 00
"	"							14	2	8 00
"	Prince Rupert							25	6½	8 00
Seven Islands, Que	Queensborough							19	4	8 00
Quebec	London							18	6	8 00
Sydney, N.S	Antwerp, Bel							18	9	8 00
"	Prince Rupert	23	9	23	7	4	10			8 00
Gaspe, Que	Brow Head	12	10	14	8	3	11			8 00
										352 00

cleared through the Port Warden's Office at Internationel Pier Sydney, N.S., for year 1909.

NELSON H. TOWNSEND,
Port Warden.

APPENDIX No. 12.

REPORT OF THE PORT WARDEN AT MONTREAL FOR THE YEAR ENDING DECEMBER 31,1909.

MONTREAL, December 21, 1909.

To the President and Council
of the Montreal Board of Trade,

GENTLEMEN,—I have the honour to submit the annual report of the business of the port warden's office, with the statement of exports, receipts and expenditures for the year 1909.

The opening of the river St. Lawrence for navigation was early this season ;—this was due to the efforts of the steamers *Montcalm* and *Lady Grey*, the former in breaking away the ice-bridge at Cap Rouge, and the latter steamer in breaking up and dispersing river ice. These vessels have done good service, as the river was open for navigation from Montreal to the sea, and a good number of the buoys laid on April 20.

The first steamship to arrive was the Black Diamond Co's. steamship *Bona Vista* at 8 p.m., on April 23.

The first transatlantic steamship to arrive was the Allan line steamship *Corinthian* at 11 a.m., May 1.

The opening of the straits of Belle Isle on northern route was not as early as usual this year, owing to the accumulation of ice and bergs. The first steamer to pass Belle Isle inward was the Thomson line steamship *Devona* at 4 p.m., on June 27. The more general use of this route was retarded owing to the quantities of ice reported in the straits.

We have no disasters of a serious nature to report between this port and Quebec.

This fall has been very mild the river being still open, very little ice, only between the piers in still water is the harbour frozen ; at time of writing report, the ferries are making regular trips.

Events worthy of note this season were :—The introduction of the White Star line fast steamers in the passenger service of the Dominion line from this port to Liverpool, the motive power of the T.SS. *Laurentic* being a combination of the reciprocating and turbine engines which appear to be a success, she and her sister vessel the T.SS. *Megantic* being the largest vessels coming to the port of Montreal, kept up a regular service to the close of the season without mishap ; also the inauguration of a direct passenger service between Montreal and Italian ports, by the Thomson line new T.SS. *Tortona* which sailed hence on November 20, with a full cargo of grain and passengers.

The last transatlantic steamer to sail hence was the C.P.R. line SS. *Montreal* for London, which left port at 7 a.m., November 26, going through to sea the same day, and the Dominion Coal Co. steamer SS. *Borgestad* which sailed hence, light on November 28.

The depth of water in the dredged channels has kept up well this season, there being no difficulty in loading all steamships to their full capacity.

Three hundred and sixty-seven transatlantic or foreign going-vessels reported at this office, with a tonnage of 1,425,173 tons, against three hundred and eighty-six vessels and 1,387,878 tons last season, a decrease of 19 vessels, and an increase of 37,295 tons.

The business to the lower ports this season consisted of, entered 292 vessels of all class with a tonnage of 468,422 tons, against 347 vessels, and 590,071 tons, a decrease of 55 vessels and 121,649 tons; this in a great measure is due to the strike amongst the colliers at Sydney.

Clearances of vessels loaded for the lower ports this season are 109 vessels of all classes with a tonnage of 71,655 tons, against 94 vessels of 59,313 tons, an increase of 15 vessels and 12,342 tons.

The shipments of various kinds for the past season manifested and reported at this office are as per attached statement.

All of which is respectfully submitted.

ARCHIBALD REID,
Port Warden.

COMPARATIVE STATEMENT OF SHIPMENTS 1908 AND 1909, AS PER MANIFESTS REPORTED AT THE PORT WARDEN'S OFFICE.

Description.		1909.	1908.	1909.	
				Increase.	Decrease.
Wheat	Bush.	25,277,128	27,888,906		2,611,778
Buckwheat	"	156,467	85,695	70,772	
Peas	"	57,910	277,001		219,091
Barley	"	493,846	1,264,928		771,082
Rye	"	59,454	283,912		224,458
Oats	"	450,074	207,731	242,343	
Corn	"	424,481	249,016	175,465	
Flax seed	"	157,905	691,193		533,288
		27,077,265	30,948,382	488,580	4,359,697
					488,580
Total decrease for the year 1909					3,871,117
Flour and meal	Brls.	1,214,668	875,460	339,208	
Ashes	"	536	557		21
Apples	"	549,739	330,709	219,030	
Cheese	Boxes.	1,874,237	1,791,589	82,648	
Butter	Pkgs.	39,626	93,238		53.612
Eggs	"	398	10,626		10,228
Boxmeats	"	229,855	287,513		57,658
Lard	"	412,860	423,206		10,346
Dead meats	Qrtrs.		1,761		1,761
Pulp	Tons.	12,296	14,990		2,694
Paper	"	14,709	21,597		6,888
Sundries	"	61,463	54,242	7,221	
Hay	"	33,459	16,194	17,265	
Oil cake	"	23,324	18,879	4,445	
Minerals	"	12,863	8,663	4,200	
Lumber	Ft.B.M.	110,008,619	102,156,777	7,851,842	
Cattle	Head.	94,268	95,324		5,056
Horses and mules	"	332	117	215	
Sheep	"	1,616	10,110		8,494

STATEMENT OF OVER SEA OR FOREIGN GOING VESSELS.

Description.	1909.		1908.	
	No.	Tons.	No.	Tons.
Steamers	364	1,423,293	386	1,387,878
Barques and bktnes	3	1,880	.....	.....
	367	1,425,173	386	1,387,878

Decrease of 19 vessels ; increase of 378,295 tons.

STATEMENT OF LOWER PORT ARRIVALS.

Description.	1909.		1908.	
	No.	Tons.	No.	Tons.
Steamers	263	465,523	319	587,291
Brigs and schooners	29	2,899	28	2,780
	292	468,422	347	500,071

Decrease of 55 vessels and 121,649 tons.

CLEARANCES FOR LOWER PORTS.

Description.	1909.		1908.	
	No.	Tons.	No.	Tons.
Steamers	86	69,342	71	57,056
Brigs and schooners	23	2,313	23	2,257
	109	71,655	94	59,313

Increase of 15 vessels and 12,342 tons.

Revenue 1909		9,108 70
" 1908		10,047 17
Decrease	$	938 47

STATEMENT OF RECEIPTS AND EXPENDITURE FOR THE YEAR ENDING DECEMBER 31, 1909.

1908.	Dr.	$ cts.	$ cts.
Dec. 31.. ..	To balance cash in bank..	9,059 93	
	" in port warden's hands...	76 19	
			9,136 12
1909.			
Dec. 31.....	To revenue, derived as under :—		
	25,277,128 bushels wheat.		
	156,467 " buckwheat.		
	57,910 " peas.		
	193,846 " barley.		
	59,454 " rye.		
	493,846 " oats.		
	424,481 " corn.		
	157,905 " flaxseed.		
	23,324 tons oilcake.		
	12,863 " minerals.		
	33,459 " hay.		
	94,600 head oxen, horses and mules.		
	1,616 " sheep.		
	536 brls. ashes.		
	1,214,668 " flour and meal		
	549,739 " apples	1,374 35	
	234,703 tons sundries	4,694 06	
	110,008,619 feet sawn lumber.... . .	550 01	
	To port warden's fees (inwards).....	206 50	
	" " (outwards).. . . .	2,049 50	
	Special surveys..	100 50	
	Damaged cargo certificates..... ..	134 25	
			9 108 70
	Interest, bank account.....	131 74	
	" treasurer, Board of Trade ...	4,578 58	
			4,710 32
1910.	E. & O. E.		
			22,955 14
Jan. 3..	To balance.....	7,669 39	

1909.	Cr.	$ cts.	$ cts.
Dec. 31.....	By paid salaries, &c :—		
	Archibald Reid, port warden	3,000 00	
	Jas. N. Bales, deputy port warden....	2,200 00	
	W. J. Anderson, book-keeper	1,800 00	
	H. C. Lane, clerk.....	900 00	
	A. C. Gill, junior clerk..... . . .	300 00	
	J. A. Vibert, allowance..	300 00	
	Superannuation allowance—		
	Archibald Reid, port warden	300 00	
	Jas. N. Bales, deputy port warden...	200 00	
	W. S. Anderson, book-keeper.	200 00	
	J. A. Vibert.....	179 94	
	Board of Trade: Secretarial expenses.	1,000 00	
	Rent, fuel and taxes...	317 07	
	Telephones, light, cleaning office, &c.	223 35	
	Loyd's Register and shipping papers..	36 90	
	Books, printing and stationery.....	73 66	
	Cab and car fares..	19 00	
	Miscellaneous expenses..... . ..	45 83	
	Alf. W. Hadrill, auditor.....	100 00	
			11,195 75
	Treasurer, Board of Trade, for investment..	.....	4,090 00
	Outstanding account..	.....	11 40
	Balance, cash in bank.....	7,549 00	
	" cash in port warden's hands..	108 99	
			7,657 99
			22,955 14

Audited and found correct.

ALF. W. HADRILL, *Auditor.*

MONTREAL, January 3, 1910

ARCHIBALD REID, *Port Warden.*

STATEMENT OF INVESTMENTS OF THE SURPLUS FUNDS OF THE PORT WARDEN'S OFFICE AT MONTREAL, AND FOR INTEREST ACCRUING THEREFROM FOR THE YEAR ENDING DECEMBER 31, 1909.

Date.	——	Amount.	Per cent for 12 months.	Interest.
		$ cts.		$ cts.
Feb 16, 1880..	Expended $2,380.34 in purchase of Dominion Government stock	2,300 00	3½	80 50
Aug. 16, 1880..	Expended $7,284.11 in purchase of city of Montreal registered stock	7,000 00	5	350 00
Feb. 13, 1884..	Expended $5,031.34 in purchase of city of Montreal registered stock (Coupon bonds Nos. 1720, 1721, 1722, 1723 and 1724 for $1,000 each	5,000 00	4	200 00
March 14, 1887..	Expended $10,320.75 in purchase of city of Montreal consolidated fund stock	10,000 00	4	400 00
Jan. 6, 1906..	Expended $10,000 in purchase of Montreal harbour bonds	10,000 00	4	400 00
" 23, 1907..	Expended $4,000 in purchase of Montreal harbour bonds	4,000 00	4	160 00
" 5, 1908..	Expended $3,000 in purchase of Montreal harbour bonds	3,000 00	5	150 00
April 27, 1909..	Expended $4.000 in purchase of Montreal harbour bonds	4,000 00	5	38 08
	Loans to Montreal Board of Trade building fund..	70,000 00	69 days 4 12 months	2,800 00
	Total investments	115,300 00		4,578 58

J. R BINNING.
Treasurer Montreal Board of Trade.

GEO. HADRILL,
Secretary Montreal Board of Trade.

MONTREAL, January 5, 1910,

APPENDIX No. 13.

REPORT OF MONCTON, N.B., PORT WARDEN, FOR THE YEAR ENDING DECEMBER 31, 1909.

MONCTON, January 6, 1910.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—In pursuance of the provision of section 899, chapter 113, of the Canadian Shipping Act, I beg to submit my annual return for the year 1909, as port warden for the port of Moncton, N.B.

Since my appointment in May last I have not been called upon to act in my official capacity, as no casualties to shipping have occurred and no disputes have arisen in connection with the shipping at this port. Therefore there have been no receipts or expenses of my said office to report.

I have the honour to be, sir,
Your obedient servant,

R C. BACON,
Port Warden.

APPENDIX No. 14.

REPORT OF THE PORT WARDEN AT NORTH SYDNEY, N.S., FOR THE YEAR ENDING DECEMBER 31, 1909.

NORTH SYDNEY, December 31, 1909.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to send you my report for the year ending December 31, 1909.

Seaworthy Certificates.

SS. *Hero, Sargassa, Yola, Yoruha, Sylibia, Naparima, Sanon, Tongoram, Canada Cape, Millville, Hecktor* and *Lena.*

Ships Ashore and Damaged.

SS. *Sandsend* and *Winnifried.* Schooner *Blanche M. Rose, Henry Nickerson, Allan, F. Rose, Evadne.*

Schooner *V. Hawkins* condemned outside the harbour.

Total collected, $197.

W. H. KELLY,
Port Warden.

APPENDIX No. 15.

REPORT OF THE PORT WARDEN FOR PRINCE EDWARD ISLAND FOR THE YEAR ENDING DECEMBER 31, 1909.

PORT WARDEN'S OFFICE,

PRINCE EDWARD ISLAND, December 31, 1909.

G. J. DESBARATS, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the business of my office during the past year.

Navigation remained open this year later than usual which enabled vessels to load cargoes and proceed to sea in safety.

I have the honour to be, sir,
Your obedient servant,

H. P. WELSH.

RECEIPTS AND EXPENDITURE OF THE PORT WARDEN'S OFFICE FOR THE YEAR ENDING DECEMBER 31, 1909.

Date.	Receipts.	Amount.	Date.	Expenditure.	Amount.
1909.		$ cts.	1909.		$ cts.
	To fees derived from grain laden vessels	10 00		By expense of office	1 50
	Surveys on hatches and cargoes	20 00		Com. to deputies	10 00
	Other surveys	19 00		Balance	37 50
		49 00			49 00

I certify that the above is a correct statement.

H. P. WELSH.

Charlottetown, P.E.I., December 31, 1909.

APPENDIX No. 16.

REPORT OF THE PORT WARDEN OF THE PORT OF HAWKESBURY, FOR THE YEAR ENDING DECEMBER 31, 1909.

HAWKESBURY, December 31, 1909.

G. J. DESBARATS, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the doings of this office, with a statement of fees collected by me, and also attendent expenses during the year ending December 31, 1909.

I have the honour to be, sir,
Your obedient servant,

NICHOLAS MARTIN.

One survey on steamer *City of Ghent*	$ 18 00	
One survey on schooner *Ida. M*	18 00	
Two surveys on steamer *Ambrois, Pere*	33 00	
Two surveys on schooner *Mertis, H. Perrie*	33 00	
One survey on schooner *B. J. Anderson*	18 00	
One survey on schooner *Jessie Brown*	8 00	
One survey on hatches, schooner *Annie Banks*	3 00	
		$131 00
Paid W. H. Paint, Loyds agent	$ 5 00	
J. J. Hennesey, master mariner	30 00	
Joseph Hamilton, engineer	10 00	
William Duff, shipwright	15 00	
J. Philpot, master mariner	5 00	
P. J. Walker, master mariner	5 00	
		$ 70 00
Amount reverting to Port Warden		$ 61 00

I hereby certify the above to be correct to the best of my knowledge and belief.

NICHOLAS MARTIN.
Port Warden.

APPENDIX No. 17.

REPORT OF THE QUEBEC PORT WARDEN, FOR THE YEAR ENDING DECEMBER 31, 1909.

QUEBEC, December, 31, 1909.

G. J. DESBARATS, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—As required by the 30th section of the Port Warden's Rules, I beg respectfully to submit the following annual statement of the business transacted in this office during the year ending the 31st December, 1909, as follows :

Fifty one steamers were surveyed, for clearance outwards, after taking part cargo of grain and other goods at Montreal.

Thirty one steamers were surveyed, their hatches opened, and cargo examined on their arrival from sea.

Three steamers and one schooner were surveyed on account of collision damage.

Sixteen steamers, one ship, and one barge were surveyed on account of grounding, ice damage and straining in the river St. Lawrence, below and above Quebec.

Two steamers were surveyed and their value estimated for general average purpose.

Four surveys were held on damaged goods in stores and on wharfs.

The receipts and disbursement of this office are as follows :

Receipts	$ 1,037 00
Expenses	271 50
Balance	$ 765 50

There were no shipments of live stock from this port during this season.

With much respect, I am,
Your obedient servant,

ALEX RUSSELL,
Port Warden.

APPENDIX No. 18.

REPORT OF THE PORT WARDEN AT ST. ANDREWS, N.B., FOR THE YEAR ENDING DECEMBER 31, 1909.

PORT ST. ANDREWS, N.B., December 31, 1909.

G. J. DESBARATS, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to submit my report for 1909.

January 23. Surveyed hatches schooner *Frances*, Capt. Blinn, from New York, with cargo of phosphites. I found the hatches fastened and caulked and cargo in good order under hatches.

March 9. I surveyed the hatches of three-masted schooner *Flour*, R. Tell, Capt. Bunkers loaded with phosphites, from Boston. The hatches were well fastened and caulked and the cargo in good order.

May 29. Surveyed hatches of schooner *Mineola*, Capt. Forsyth. She was loaded with phosphites. The hatches and cargo were in good order.

October 2. Surveyed hatches of schooner *Helen*, loaded with phosphites. Hatches and cargo were in good order.

October 18. Surveyed hatches of three-masted schooner *St. Maurice*, from Elizabethport, with a cargo of fertilizers. On examination it was found the hatches were properly caulked, covered and fastened but the cargo more or less spotted caused by the straining of the vessel.

October 30. I was called on by Capt. Smith, master of the three-masted schooner *St. Maurice* to survey cargo and dunnage. On inspection, with Capt. Clark as assistant, we found cargo properly dunnaged and attended to.

December 17. Surveyed hatches of three-masted schooner *Adonis*, from Elizabethport. Cargo, fertilizer ; hatches in good order and cargo in good order under hatches.

Charges.

3	Schooner *Frances*, hatches		$2 50
3	" *Flour*, R. Tell, hatches		2 50
3	" *Mineola*, hatches		2 50
3	" *Helen*, hatches		2 50
3	" *St. Maurice*, hatches		2 50
3	" " lower hold		2 00
3	" *Adonis*		2 50
			$17 00

JOHN WREN,
Port Warden.

I certify the above to be correct.

M. N. COASBURN,
Notary Public.

APPENDIX No. 19.

REPORT OF THE PORT WARDEN AT WESTPORT, N.S., FOR THE YEAR ENDING DECEMBER 31, 1909.

WESTPORT, January 3, 1910.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report as port warden at the port of Westport. I have done no business in my office this year.

I have the honour to be, sir, your obedient servent,

GEO. F. WELCH,
Port Warden.

APPENDIX No. 20.

REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE YEAR 1909.

PICTOU, N.S., March 9, 1910.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed please find pilotage returns for the port of Pictou, N.S., for the season ending 1909.

I am, sir, your obedient servant,

DODD DWYER,
Secretary.

	$ cts.	$ cts.
Total amount received for pilotage dues—		
Received from steamships	1,858 22	
" " sailships	263 96	
		2,122 18
Of this amount		
Received from British ships	569 83	
" " foreign ships	1,552 35	
		2,122 18
Certified, A. Belanger, master SS. *Campana*		

No.	Earnings of Pilots.	Age.	Amount.	Total.
			$ cts.	$ cts.
1	Wm. Cook	72	230 06	
2	Chas. Cook	61	209 66	
4	Angus Smith	53	661 04	
5	McG. Fraser	42	478 09	
6	Wm. McPherson	35	272 30	
7	Willard Fraser	31	213 47	
				2,087 62

Receipts.	Amount.	Total.
	$ cts.	$ cts.
Received pilotage per statement	2,122 18	
" from 6 pilot bonds	6 00	
" " Capt. Belanger	40 00	
Balance due secretary	716 62	
		2,894 80

Expenditures.	Amount.	Total.
	$ cts.	$ cts.
Paid pilots as per statement	2,067 62	
" secretary's salary	200 00	
Balance due secretary, 1908	617 18	
		2,884 80

A. C. McDONALD,
Chairman.

WM. FRASER,
D. A. BARRY,
JAS. YORSTON.

DODD DWYER,
Secretary.

PICTOU PILOTAGE.

All vessels bound inward or outward, if spoken inward or offered a pilot outward and refuses to accept the same, must pay half pilotage each way. But if a pilot is not offered, no fees shall be paid.

RATES.

					Inwards.	Outwards.
Vessels of	120	tons to	140	tons	$ 6 00	$ 4 00
"	140	"	200	"	10 00	6 00
"	200	"	300	"	12 00	8 00
"	300	"	400	"	14 00	9 00
"	400	"	500	"	15 00	10 00
"	500	"	600	"	16 00	11 00
"	600	"	700	"	17 00	12 00
"	700	"	800	"	18 00	13 00
"	800	"	900	"	19 00	14 00
"	900	"	1,000	"	20 00	15 00

" 1,000 and upwards, and 2½ cents inwards, and 2 cents outwards.

All vessels under 120 tons $4 inwards and $2 outwards.
Docking and moving vessels from anchorage in harbour $4.

APPENDIX No. 21.

REPORT OF PILOTAGE AUTHORITY OF SYDNEY, N.S., YEAR ENDED DECEMBER 31, 1909.

Deputy, Minister of Marine and Fisheries,
Ottawa.

SIR,—Herewith please find returns in connection with pilotage authority, district of Sydney, Nova Scotia, year ending December 31, 1909.

I am, sir,
Your obedient servant,

W. A. RICHARDSON,
Secretary.

STATEMENT OF RELIEF.

Name.	Amount.
Maurice Doyle	$50 00
Isabella McGillvary	30 00
Catherine McGillvary	30 00
Margaret Petrie	30 00
Mrs. Daley	30 00
Mrs. McInnis	30 00
Mrs. Brown	30 00
Mary Petrie	30 00
Pilot W. Ratchford	50 00
" A. Ratchford	50 00
" George Townsend	50 00
" G. B. Bown	50 00
" John Fraser	50 00
L. Connell	50 00
	$560 00

NAMES OF PILOTS AND EARNINGS FOR THE YEAR 1909.

No.	Name.	Amount.
1	John Cann	$814 42
2	John Mullins	814 42
3	Wm. Perry	814 42
4	Geo. Fraser	814 42
5	John Carroll	814 42
6	James Carroll	814 42
7	L. Ling	814 42
8	J. G. McGillvary	814 42
9	J. B. McGillvary	814 42
10	Thomas McNeil	814 42
11	Thomas Rudderham	814 42
12	John McNeil	814 42
13	Bernard Mullins	814 42
14	D. A. McInnis	814 42
15	Joseph Brown	814 42
16	Henry Petrie	814 42
17	James Fraser	814 42
18	Thomas Ratchford	814 42
19	William Langille	814 42
20	John Laffin	814 42
21	M. Curran	814 42
22	D. D. Petrie	814 42
23	E. F. Petrie	814 42
24	E. D. Cann	814 42
25	Louis Carroll	814 42
26	H. Ratchford	814 42
27	John Boutilier	814 42
28	George Spencer	814 42
29	Thomas Roberts	814 42
30	V. McGillvary	814 42
31	Thomas Burke	814 42
32	A. R. Richardson	814 42
33	John Mahon	814 42
34	James Shanahan	814 42
35	Peter Rigby	814 42
		$ 28,644 70

SESSIONAL PAPER No. 23

NAMES OF APPRENTICES AND EARNINGS FOR YEAR 1909.

No.	Name.	Amount.
1	John Fraser	$409 21
2	James Young	409 21
3	Wm. Young	409 21
4	Dan Sullivan	409 21
5	Jos. Handrigan	409 21
6	Frank McGillvary	409 21
7	John Beaton	409 21
		$2,864 44

WHITE FLAG STEAMERS LICENSED FOR 1909.

Name.	Class.	Amount.
Cape Breton	Steamer	$100 00
Louisburg	"	100 00
Coban	"	100 06
Cocoona	"	100 00
Bonavista	"	100 00
Harlow	"	100 00
Wasis	"	100 00
Wabun	"	100 00
		$800 00

Receipts.		Expenditures.	
Pilotage receipts	$31,509 14	Paid Pilots	$28,644 80
Relief and commission	1,656 20	" Apprentices	2,864 44
Pilot licenses	126 00	" Relief	560 00
Boat "	11 00	" 3 Collectors	750 00
White flag licenses	800 00	" Secretary-Treasurer	500 00
Balance, December 31, 1909	1,065 84	" Commissioners' expenses	650 00
		" Office rent	100 00
		" Supt. Pilots	250 00
		" Telephone	45 50
		" Printing	18 00
	$35,168 18		$34,382 64
	34,382 64		
Balance, Dec. 31, 1909	$785 54		

	Tons.	Amount.
		$ cts.
British Steamers—		
North Sydney	145,791	3,932 14
International pier	88,760	2.502 50
Sydney	128,156	2,097 00
	362,707	8,531 64
Foreign Steamers—		
North Sydney	217,676	6,368 50
International pier	437,268	10,253 00
Sydney	250,056	5,574 00
	905,000	22,195 50
British Sail—		
North Sydney	10,844	499 00
International pier		
Sydney	1,449	58 00
	12,293	557 00
Foreign Sail—		
North Sydney	2,748	79 50
International pier	1,008	56 00
Sydney	282	9 00
	4,038	144 50
Relief—		
North Sydney	3,471	76 50
International pier		
Sydney	172	6 00
	3,643	82 50

RECAPITULATION.

British vessels	375,000	$ 9,088 64
Foreign "	909,038	22,338 00
Relief "	3,643	82 50
	1,287,681	$31,509 14

APPENDIX No. 22.

REPORT OF THE SUPERINTENDENT OF PILOTAGE OF QUEBEC FOR THE YEAR ENDING DECEMBER 31, 1909.

QUEBEC, December 31, 1909.

To the Honourable L. P. BRODEUR,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to inclose a report of the corporation of pilots for and below the harbour of Quebec for the year 1909.

Previous to the opening of navigation all the pilots have been examined by Dr. Pagé, for sight test and colour vision; all have been admitted.

The pilotage station at Father Point was opened on April 20. The director left with pilots to supply inward bound ships and to keep the log-book and the bill of board of pilots on duty. During the season I made four inspections at Father Point on different dates and found everything working satisfactorily. At the Quebec office there is a director on duty to book the pilots whenever they are required and see them personally before taking charge as pilot of a ship.

Pilot A. Asselin was reported for the grounding of SS. *Odland*. An investigation was held by Capt. L. A. Demers, and the pilot was fined $50.

Pilot J. A. Dupil was reported for grounding the SS. *Orania*, and an investigation was held by Capt. L. A. Demers, Chief examiner, and the pilot has not been blamed for the accident.

Pilot Moise Godbout was suspended for inebriety and is still under suspension.

Moise Pouliot grounded SS. *Georgetown* and the investigation held by Capt. L. A. Demers, is still pending before the court

There are six apprentices with two years service and three with one year. They have all made thirty trips in the river with pilots on ocean steamers and are all gone to sea to study navigation and all have good certificates for capacity and conduct.

Three pilots died this year, two were on the pension list, namely: F. X. Lamarre, Joseph Fortier, and Mr. Joseph Thivierge was on active service. It will leave the list of active pilots for 1910 at 88.

Pilots were well posted by the agent, Mr. Th. Béland, of all defects in buoys, or lights between Quebec and Father Point and the pilots reported immediately on their arrival all defects in the river.

Please find inclosed a list of pilots with their respective work during the season.

I have the honour to be, sir,
Your obedient servant,

ALFRED LAROCHELLE,
Superintendent of Quebec Pilots.

BRANCH PILOTS FOR AND BELOW THE HARBOUR OF QUEBEC, ACCORDING TO SENIORITY, THE NUMBER OF PILOTAGES EFFECTED BY EVERY PILOT, BY WHOM EMPLOYED AND TOUR DE ROLE.

No.	Name.	—	Pilotage Effected.		Age.	Residence.
			in.	out.		
1	Bart. Pepin dit Lachance	Tour de rôle	9	9	54	St. John, Orléans.
2	Frs. Xavier Delisle	Office keeper	.	...	64	Quebec.
3	D. Eug. Boulanger	Tour de rôle	5	10	66	Montmagny.
4	Charles Normand	Dominion Coal Co	11	11	63	Quebec.
5	Ray. Baquet dit Lamontagne	President, C.P.R	14	18	64	Notre Dame, Levis.
6	Moïse Pouliot	Tour de rôle	5	2	61	St. John, Orleans.
7	Paul Gobeil	"	6	5	63	"
8	Chs. Alarie Raymond	Director	....	.	61	Quebec.
9	Victor Vézina	Thompson Line	13	11	64	"
10	Louis Robert Demers	Captain M.D.R	3	3	63	"
11	Joseph G. Dupil	Allan Line	24	21	62	"
12	Joseph Fortier	Died August, 1909	1	...	65	St. John, Orleans.
13	Nestor Lachance	Head Line	6	10	63	"
14	Joseph Lapointe	Tour de rôle	7	8	66	St. Laurent, Orleans.
15	Pierre Pepin dit Lachance	Dominion Coal Co	8	8	60	Montreal.
16	Isiode Noël	Tour de rôle	8	4	59	St. Jonn, Orleans.
17	Théophile Corriveau	Dominion Coal Co	15	15	62	Quebec.
18	Elzéar Godbout	Tour de rôle	13	12	61	"
19	Théodule Pepin dit Lachance	"	7	6	64	Montreal.
20	Achille Trefflé Simard	Head Line	18	14	58	St. Joseph, Levis.
21	Narcisse Lavoie	Tour de rôle	7	8	60	St. Luce, Rimouski.
22	Joseph Emilia Couillard	Director	....	...	58	Quebec.
23	Louis Albert Royer	Tour de rôle	6	6	64	"
24	Onésime Noël	Thomson Line	13	12	57	St. John, Orleans.
25	Napoléon Baillargeon	Tour de rôle	7	6	59	Quebec.
26	Frs.-X. Demeules	Manchester Line	18	18	57	St. John, Orleans.
27	Louis Honoré Lapierre	Tour de rôle	7	7	59	Notre Dame, Levis.
28	Jos. Eug. Lachance	"	6	8	55	Quebec.
29	J. Théophile St-Laurent	Dominion Line	18	19	58	"
30	Joseph Victor Gourdeau	Tour de rôle	8	7	62	St. Petronille, Orleans.
31	Louis Trefflé Delisle	"	8	5	55	Trois Pistoles.
32	J.-Bte Couillard	Dominion Coal Co	18	18	58	Cap St. Ignace.
33	J. E. Bonaventure Lavoie	Tour de rôle	7	7	57	St. Anne.
34	Adjutor Baillargeon	Manchester Line	19	19	55	Quebec.
35	Samuel Rioux	Tour de rôle	4	4	56	Rivière Trois Pistoles.
36	Charles Octave Clavet	Dominion Coal Ca	8	9	55	St. Michel, Bellechasse.
37	Paul Lachance	Tour de rôle	9	8	53	Quebec.
38	Arcadius Jouvin	"	7	7	51	St. Luce, Rimouski.
39	Paul Lachance	Allan Line	20	23	54	Quebec.
40	Joseph Pouliot	Director	....	....	53	St. John, Orleans.
41	Adjutor Lachance	C.P.R. Line	19	17	51	Quebec.
42	Frs. Gaudreau	"	18	17	58	"
43	Arthur Kœning	Tour de rôle	7	7	58	L'Islet.
44	Eugène Anctil	Director	....	....	50	Quebec.
45	David Dumas	Tour de rôle	8	6	56	Notre Dame, Levis.
46	Joseph Lachance	"	4	8	55	St. Laurent, Orleans.
47	Alphonse Pouliot	Director	....	....	57	Château Richer.
48	Elzéar Normand	Tour de rôle	7	6	50	Cap. St. Ignace.
49	Jean-Bte Bernier	Donaldson Line	20	18	50	L'Islet.
50	Joseph Paquet	Tour de rôle	7	7	48	Quebec.
51	Jean A. Lachance	"	7	7	47	"
52	Arthur Baillargeon	"	8	7	52	Montreal.
53	Joseph Vézina	Allan Line	16	16	48	Quebec.
54	Herménégilde Guénard	Tour de rôle	7	8	51	Montmagny.
55	John A. Irvine	Captain of Red Island lightship	....	....	53	Green Island.
56	Frédéric Bouffard	Tour de rôle	7	6	52	St. Laurent, Orleans.
57	Jules Asselin	Dominion Coal Co	12	13	48	Quebec.
58	Lucien Lachance	Thomson Line	12	14	48	"
59	Camille Bernier	Dominion Line	17	19	51	"
60	Moïse Blouin	Tour de rôle	8	6	58	"
61	Moïse Laurent Godbout	"	4	3	49	"
62	Alfred Gaudreau	"	8	7	56	Cap St. Ignace.
63	Alfred Raymond	Head Line	8	6	48	Quebec.
64	Philéas Lachance	Manchester Line	19	17	49	St. John, Orleans.

SESSIONAL PAPER No. 23

BRANCH PILOTS FOR AND BELOW THE HARBOUR OF QUEBEC, ETC.—*Concluded.*

No.	Name.		Pilotage Effected.		Age.	Residence.
			in.	out.		
65	Joseph H. Talbot	Tour de rôle	7	6	47	Berthier.
66	Moïse Arthur Lachance	"	7	6	46	St. John, Orleans.
67	Louis Frs. Thivierge	Dominion Coal Co	8	8	43	Quebec.
68	Joseph Emile Lachance	Tour de rôle	7	5	43	St. John, Orleans.
69	Alphonse Asselin	"	8	7	44	Quebec.
70	Edmond Larochelle	Captain of *Lady Evelyn*	...	1	43	St. Michel, Bellechasse.
71	Joseph Plante	Tour de rôle	7	6	43	St. Paul's Bay.
72	Alphonse Paquet	"	5	6	43	St. John, Orleans.
73	Adélard Bernier	C.P.R. Line	20	19	48	Quebec.
74	Jean-Bte Pouliot	Donaldson Line	18	21	39	"
75	Joseph Thivierge	Died May, 1909	2	....	40	"
76	Léonidas Lachance	Tour de rôle	9	6	39	"
77	Eudore Langlois	"	5	7	47	"
78	Joseph Delisle	"	8	6	35	St. John, Orleans.
79	Jules Lachance	Allan Line	15	16	25	"
80	Auguste Santerre	"	16	13	26	St. Michel, Bellechasse
81	Arthur Larochelle	Tour de rôle	8	5	28	" "
82	Raoul Lachance	Elder Dempster Line	7	8	28	St. Joseph, Levis.
83	William Langlois	Dominion Coal Co	10	11	29	Quebec.
84	Ernest Bernier	"	12	15	34	St. Michel, Bellechasse.
85	Arthur Baquet	Elder Dempster Line	7	8	26	Notre Dame, Levis.
86	Jules Lamaere	Tour de rôle	8	5	25	St. Valier.
87	George Larochelle	Dominion Coal Co	13	14	30	St. Michel, Bellechasse.
88	Adélard Delisle	Tour de rôle	7	6	28	Quebec.
89	Pierre L. Lachance	"	7	7	25	"
90	Alexandre Larochelle	"	7	10	25	St. Michel, Bellechasse.
91	Joseph A. Dupil	"	6	6	25	St. Jean Port Joli.
92	Arthur Paquet	"	4	7	33	St. John, Orleans.

Officers of the Board, all re-elected for 1910.

RAYMOND BAQUET, President.
ALPHONSE POULIOT, Director.
CHARLES RAYMOND, Director.
JOSEPH EMILIO COUILLARD, Director.
EUGENE ANCTIL, Director.
JOSEPH POULIOT, Director.

Certified,

ALFRED LAROCHELLE, Superintendent.
F. X. DION, Secretary-Treasurer.
P. H. LAMONTAGNE, Asst. Sec.-Treas.

F. X. DION IN ACCOUNT WITH THE CORPORATION OF PILOTS OF QUEBEC, TO DECEMBER 31, 1909.

Receipts.	Amount.
	$ cts.
To Balance of 1908	991 90
Reserve fund	1,500 00
Customs of Montreal	10,349 69
" Trois-Rivières (Three Rivers)	262 57
" Sorel	1,472 28
" St. Thomas	106 94
" Rimouski	566 49
" Tadousac	32 63
" Chicoutimi	2,471 53
Interests, Banque Nationale	139 10
Rental Department	96 00
Board at Pointe-au-Pic	2,185 75
Board remitted by directors	70 70
Lost time	1,118 47
Pilotage collected at Quebec	101,828 00
	123,992 05

Expenditure.	Amount.
	$ cts.
By Interest paid on loan	120 00
Rental: Chouinard estate	600 00
" Contributions	149 50
" Special tax	75 00
" Heating and lighting	41 50
General expenses	1,213 50
Expenses of pilots	716 16
Indemnity to directors	600 00
Insurance	41 70
Legal advisers	150 00
Pilotage remitted	915 42
Pilots pensioned	2,000 00
Salaries of the employees	1,750 00
Board at Point-aux-Pères (Father Point)	2,436 50
Reserve fund	1,000 00
Decayed pilots' fund	8,211 38
Dividends	103,165 84
Balance	805 55
	123,992 05

QUEBEC, December 30, 1909.

We, the undersigned, officially appointed to examine the books and accounts of the Corporation of Pilots of Quebec, beg to certify to having carefully examined them and having found them correct.

F. X. DION,
Secretary Treasurer.

A. ASSELIN,
LEONIDAS LACHANCE, } *Auditors.*
J. A. LABRECQUE, *Accountant.*

SESSIONAL PAPER No. 23

STATEMENT OF MONEYS RECEIVED AND EXPENDED BY THE CORPORATION OF PILOTS FOR THE DECAYED PILOT FUND OF QUEBEC DURING THE YEAR 1909.

Receipts.	$ cts.
To Balance of 1908	6,236 71
" Contribution of pilots	8,211 38
" Interests on investment	4,866 20
" St-Romuald Fabrik remitted	1,000 00
" St-Valier Fabrik remitted	2,500 00
" Interests from savings bank	165 42
	22,979 71

Expenditure.	
By Pensions	13,092 33
" Salaries	550 00
" Loan to ohurchwardens, St. Prime	2,000 00
" Deposits in savings banks	7,275 00
" Balance on hand	62 38
	22,979 71

Pensioners at the Expense of the Fund.

Amount paid to each during the year from November 1, 1908 to November 1, 1909, inclusive. The whole paid from January 1, 1909, to December 31, 1909.

12 Pilots at $300.

Raymond, Hubert	300 00
Larochelle, Joseph	300 00
Morin, Ls. Edmond	300 00
Gobeil, Pierre	300 00
Larochelle, Edmond	300 00
Pouliot Adelme	300 00
Desrosiers, Elzéar	300 00
Bernier, Abel	300 00
Larochelle, Onésine	300 00
Rioux, Napoléon	300 00
Lamarre, F. X., died February 6, 1909	80 06
Fortier, Joseph, pensioned from May 6, 1909, and died August 10, 1909	62 78
	3,142 84

14 Pilots at $216.

Genese, Edouard	216 00
Brown, Joseph	216 00
Pouliot, Joseph	216 00
Gravel, Joseph	216 00
Lamarche, Moise	216 00
Audet, Cyrille	216 00
Paquet, Paul, died October 29, 1909	214 83
Normand, George	216 00
Chamberland, Ephrem, died March 22, 1909	54 00
Delisle, Nazaire	216 00
Brown, Charles F	216 00
Dodbout, Laurent	216 00
Tramblay, J. Bte	216 00
Dugas, Georges	216 00
	2,860 83

1 Pilot at $176.

Lapointe Cyrille	176 00

Widows.	$ cts.
36 Widows at $116.	
Widow Bernier, J. Bte	116 00
" Dufresne, Jérémie	116 00
" D'amours, David	116 00
" Després Auguste	116 00
" Gobeil, Antoine	116 00
" Langlois, Paul	116 00
" Gobeil, Jean	116 00
" Lapointe, Antoine	116 00
" Pouliot J. Bte	116 00
" Ménard, Régis	116 00
" Paquet, Joseph	116 00
" Pouliot, Jean	116 00
" Dumas, Charles	116 00
" Dumas, François	116 00
" Vaillancourt, Alex	116 00
" Vézina, Charles	116 00
" Adam, J. E	116 00
" Demers, Victor	116 00
" Pouliot, Joseph	116 00
" D'amours, Achille	116 00
" Baquet, Annibal	116 00
" Langlois, Cyprien, died April 13, 1909	52 46
" Lachance, Numa	116 00
" Lamarre, F. X., pensioned from February 7, 1909	85 05
" Ephrem, Chamberland, pensioned March 23, 1909	70 71
" Fortier, Joseph, pensioned from August 10, 1909	25 33
	2,785 55

11 Widows at $112.

Widow Delisle, Jean	112 00
" Gourdeau, Théop. bal. of 1908	28 00
" Gourdeau, Thep., 1909	112 00
" Lachance, Jos. (Pépin)	112 00
" Forgues, Narcisse	112 00
" Delisle, F. X	112 00
" Lemieux, Pierre	112 00
" Ruellard, Pierre	112 00
" Lamarre, Jean Frs	84 00
" Patoine, J. Bte	112 00
" Carodeau, Nazaire	112 00
" Chouinard Thomas	112 00
	1,232 00

5 Widows at $110.

Widow Doiron, Eustache	110 00
" Fortin, Nicolas	110 00
" Després, Georges	110 00
" Sansterre, Adélard	110 00
" Paquet, Paul	110 00
	550 00

7 WIDOWS AT $106.	$ cts.
Widow Curodeau, Pierre..	106 00
" Bernier, Jos. X	106 00
" Pouliot, Paul, died Oct. 21, '09	103 12
" Mercier, Magloire	106 00
" Langlois, Philias	106 00
" Labrecque, Léon	106 00
" Pouliot, Napoléon	106 00
	739 12
6 WIDOWS AT $100.	
Widow Fournier, Amable	100 00
" Glyme, Dennis	100 00
" Ross, Pierre, arrear of 1908	25 00
" Ross, Pierre, 1909	100 00
" Langelier, Fabien	100 00
" Dion, Alfred	100 00
" Dion, Joseph	100 00
	625 00
4 WIDOWS AT $96.	
Widow Lévesque, Joseph	96 00
" Pineau, Benj.	96 00
" Lachance, Ovide	96 00
" Pelletier, David F	96 00
	384 00
1 WIDOW AT $80.	
Widow Turgeon, Edouard	16 67
1 WIDOW AT $76.	
Widow Thivierge, Joseph, pensioned from May 12, 1909	35 73
1 WIDOW AT $68.	
Widow Dallaire, Napoléon	68 00
1 WIDOW AT $64.	
Widow Turgeon, Alfred	64 00

CHILDREN.	$ cts.
15 CHILDREN AT $30.	
Child Dugas, Jean, decayed	30 00
" Forbes, Isaac (2)	56 00
" Giroux, Jean	39 00
" Langlois Jos	30 00
" Toussaint, Pierre.	30 00
" Plante, Joseph	30 00
" Noel, François	30 00
" Chouinard, Chs.	30 00
" Gobeil, Jean	30 00
" Babin, Damase	30 00
" Descombe, Pierre.	30 00
" Talbot, J. Bte	30 00
" Larochelle, L., has reached his 16th year, March, 1909	10 15
" Langlois, Cyprien, pensioned from April 13, 1909, decayed	16 44
	412 59

RECAPITULATION OF PENSIONS.

			$ cts.
12	Pilots at	$300	3,142 84
14	"	216	2,860 83
1	"	176	176 00
27	Pilots.		
26	Widows at	$116	2,785 55
11	"	112	1,232 00
5	"	110	550 00
7	"	106	739 12
6	"	100	625 00
4	"	96	384 00
1	"	80	16 67
1	"	76	35 73
1	"	68	68 00
1	"	64	64 00
63	Widows.		
15	Children at	$30	412 59
			13,092 33
105	Pensioners.		

N.B.—We, the undersigned, officially appointed to examine the books and accounts of the Decayed Pilot Fund of Quebec, beg to certify to having carefully examined them ; also to having checked the amounts deposited in the savings banks. The whole was found correct and in perfect order.

LÉONIDAS LACHANCE,
A. ASSELIN, } *Auditors.*

J. A. LABRECQUE, *Accountant.*

DR. RECEIPTS.	$ cts.
To Balance of 1908	6,236 71
Trustees of Quebec Roads, 1 year interest to July 1, 1909, at 6 p.c.	1,368 00
Debentures of the City of Quebec, Class B. at 7 p.c. on $9,000	630 00
Treasury Department, 1 year to July 1, on $20,000 at 5 p.c.	1,000 00
Corporation of pilots, 1 year interest on $3,000 at 4 p.c.	120 00
St. Valier Fabrik, remitted on capital	2,500 00
Interest paid on July 27, 1909	308 00
St. Fulgence Fabrik, 1 year interest on $1,000 at 5 p.c.	50 00
St. Romuald Fabrik, remitted on capital,	1,000 00
1 year interest on $15,000 at 4 p.c.	600 00
Trustees of St. Prime, interests to November 15, 1909, at 4 p.c.	790 20
Interests: Banque Nationale and Quebec	165 42
Contribution of pilots	8,211 38
	22,979 71

EXPENDITURE.	
By Pensions paid during the year 1909.	
Arrears	53 00
Quarter to Jan. 31, 1909	3,327 73
" April 20, 1909	3,207 81
" July 31, 1909	3,309 13
" October 31, 1909	3,194 66
Salaries of Treasurer and Assistant	550 00
Loans to Trustees of St. Prime	2,000 00
Deposits to Savings Banks	7,275 00
Balance on hand	62 38
	22,979 71

STATEMENT OF FUND.		
Money loaned	94,000 00	
Money in savings banks	7,275 00	
Money on hand	62 38	
	101,337 38	
To be deducted from the sum of $101,337.38, $58.34. Arrears due	58 34	
Net capital		101,279 04

F. X. DION,
Secretary-Treasurer.

Quebec, December 31, 1909.

APPENDIX No. 23.

REPORT OF THE PILOTAGE AUTHORITY OF NORTHPORT AND TIDNISH, N.S., FOR THE YEAR ENDING DECEMBER 31, 1909.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to submit my annual report for the year ending December 31, 1909.

Robert McClusky, age 64, and Ferguson Brownell, age 52, are the pilots of this port.

The rate of pilotage dues is $1 per foot inwards and outwards and $2.50 to remove a vessel from the ballast ground to the loading ground. Coasting vessels pay no pilotage dues.

The amount of foreign shipping which entered and cleared during the season was five vessels of 5,013 tons, all engaged in the lumber trade with Great Britain.

The total amount of dues collected during the year is $171 ; 5 per cent of which is retained by the secretary as salary.

I am, sir, your obedient servant,

BURBEE ROCKWELL,
Secretary.

APPENDIX No. 24.

REPORT OF THE PILOTAGE SUPERINTENDENT OF MONTREAL, P.Q., FOR THE YEAR ENDING DECEMBER 31, 1909.

PILOTAGE OFFICE, Montreal, P.Q., December 28, 1909.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to present a report of the working of the Montreal Pilotage for the year 1909.

The offices in Montreal are situated on the water front, No. 223 Commissioners street, Captain James J. Riley is the superintendent, Mr. J. Omer Michaud, is the assistant, Mr. Louis Pinoteau is the messenger, and Mr. J. A. Rolland is the night guardian. This office is open all the year round, but the night guardian is only employed and paid for the season of navigation.

The offices in Quebec are on Dalhousie street, opposite the office of the Quebec pilots, and the Boatman's landing, Mr. Ulric Thibaudeau is the officer in charge, and he is assisted by Mr. Prudent Beaudet, who has charge during the night. This office is only open during the season of navigation, and the night guardian goes off duty and off pay at the close of navigation.

At the close of the year 1908, the number of pilots was 50, and that number has been kept during the year 1909.

On November 20, 1908, branch pilot George Joseph Dussault was pensioned by reason of physical disability, and on January 15, 1909, selected apprentice David J. Perrault, was promoted to the rank of branch pilot in his stead.

On April 24, 1909, branch pilot Ulric Groleau was pensioned by reason of defective sight, and on June 4, 1909, selected apprentice Napoleon Lachance, was promoted to the rank of branch pilot in his stead.

On May 14, 1909, branch pilot J. B. Nadeau, who was then under suspension for ebriety, was allowed to resign, and on June 25, 1909, selected apprentice Henri Bouillo, was promoted to the rank of branch pilot in his stead.

On August 1, 1909, branch pilot Prudent Beaudet was pensioned by reason of advanced age, and on August 1, 1909, selected apprentice Théode Perron, was promoted to the rank of branch pilot in his stead.

Appendix No. 1.—Shows the names of the pilots, their age, place of residence, date of branch, remarks, number of trips to Montreal, number of trips to intermediate ports, total number of trips, earnings to Montreal, earnings to intermediate ports, total earnings, how employed, whether on special service or tour-de-rôle.

The total amount earned by pilots was seventy-two thousand one hundred and forty-seven dollars, and thirteen cents ($72,147.13), without taking into account the money earned by moving vessels in the harbour.

The largest amount earned during 1909 by any one pilot, was two thousand seven hundred and ninety dollars and eighty-one cents ($2,790.81), and the smallest was four hundred and fifty-four dollars, and fifty-nine cents ($454.59), but this latter amount was by a pilot who only received his branch on August 1.

The number of branch pilots assigned to special service was 37, and on tour-de-rôle, 13.

The amount earned by the 37 special service men, was sixty-three thousand, six hundred and fifty-seven dollars and sixty-seven cents ($63,657.67), and by the 13, (exclusive of movages) eight thousand four hundred and eighty-nine dollars and forty-six cents ($8,489.46), an average of one thousand seven hundred and twenty dollars, and forty-seven cents ($1,720.47) for each special service pilot, and six hundred and-fifty-three dollars and four cents ($653.04) for each tour-de-rôle man (exclusive of movages), but includiug the money earned by movages, the average was eight hundred and six dollars, and eighty-nine cents ($806.89), for each tour-de-rôle man.

It is to be observed in this connection, that no account was ever kept of the money earned by the special service men for movages, but the approximate amount earned by the tour-de-rôle men has been kept this year, on account of the importance of the sum, viz. : $2,000.

Appendix No. 6.—Shows the earnings of each man on tour-de-rôle for the years 1908 and 1909. The movages were not included in the totals of 1908, but they are included for 1909.

The behavior of the pilots has been generally good.

Two pilots were suspended for two months each for ebriety ; on good behaviour they were reinstated, and are now conducting themselves well.

Several cases of accidents to vessels have been investigated, but in two cases only was negligence proven against the pilots. One of them was fined fifty dollars ($50), and the other was censured and warned.

All the fines that were unpaid at the time of my last report, have since been paid.

Two cases of disobedience of orders in respect to by-law 23, have been reported. In one case the offender surrendered the money earned by taking a vessel that should have been taken by a tour-de-rôle man, and he also paid a fine of thirty dollars ($30). The other man has not yet refunded the money, as instructed by the Department, giving as his excuse the fact that he has not received any money for piloting the SS. *Dundonian.*

Some irregularities occurred in respect to moving vessels in the harbour, but these were promptly discovered and stopped.

During the month of January of this year, a board of examiners (of which I was chairman), met for the purpose of examining apprentice pilots. Eight candidates presented themselves, five succeeded in passing, and three failed.

Appendix No. 2.—Shows the names of the selected apprentices, and gives a summary of the work done by them. It will be noted in this connection, that the number of selected apprentices is now seven, as was arranged between the Committee of Pilots and the Deputy Minister of Marine and Fisheries, last January.

Appendix No. 3.—Shows full list of apprentice pilots at the beginning of this season, with their ages, place of residence, and date of license. The men on this list who have a red star before their names, are the seven selected apprentices. No complaints have been made against any of these young men during the season.

Appendix No 4.—Shows the names of the persons who are receiving pensions from the Pilots' Superannuation Fund, and the amount received by each every three months.

The Pilots' Superannuation Fund is in the custody, and under the administration of the Finance Department in Ottawa. This office serves as a disbursing agency for the fund, remits all moneys received, and renders an account to the Finance Department for all moneys received on account of the fund.

Appendix No. 5.—Shows the number and description of vessels reported to this office during the season 1909, their total tonnage, also the number of masters and crews, and the number of inward passengers.

Appendix No. 7.—Shows the changes that have taken place from the time the Department took over the governance of the pilotage, up to the present time.

Appendix No. 8.—Shows the tariff of rates for pilotage in this district.

The Montreal Pilots' Association, at their annual meeting held this month, elected the undernamed pilots as members of their committee, to serve during the year 1910:

WILBROD GAUTHIER, President.
ALBERIC ANGERS, Secretary.
BARTHÉTEMI ARCAND.
J. OSWALD FRENETTE.
CAS. B. HAMELIN.

All respectfully submitted by
Your obedient servant,

JAMES J. RILEY,
Superintendent of Pilots.

Captain L. A. DEMERS, Chief of Pilotage,
Department of Marine and Fisheries,
Ottawa.

APPENDIX No. 8.—MONTREAL PILOTAGE OEFICE.

BY-LAW 44 of the By-Laws of the Montreal Pilotage District.

By-law 44.—From and after the coming into force of the present by-laws, the following fees shall be payabla for pilotage between the harbours of Montreal and Quebec, and between the several places therein mentioned.

PILOTAGE RATES.

From Father Point to Quebec.	PER FOOT.	
	Upwards.	Downwards.
	$ cts.	$ cts.
May 1 to November 10	3 87	3 40
November 10 to November 19	4 95	4 46
November 19 to March 1	6 02	5 54
March 1 to May 1	4 41	3 93

MONTREAL TO QUEBEC.

From the harbour of Quebec to Portneuf and the opposite side of the river St. Lawrence, or below Portneuf and above the harbour of Quebec.

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned) for each foot of draught of water :—

Upwards ..... $ 0 50
Downwards 0 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water :—

Upwards 0 62½
Downwards 0 62½

For the pilotage of any vessel under sail. for each foot of draught of water :—

Upwards 1 05
Downwards 0 70

From the harbour of Quebec to Three Rivers and the opposite side of the river St. Lawrence, or any place above Portneuff and below Three Rivers.

For the pilotage of any vessel in tow or propelled by steam (except as hereinafter mentioned,) for each foot of draught of water—

Upwards $1 50
Downwards 1 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water—

Upwards ..... $ 1 75
Downwards 1 75
From Montreal to Three Rivers. 1 75
From Three Rivers to Quebec 1 75

For the pilotage of any vessel under sail, for each foot of draught of water—

Upwards ..... $ 2 60
Downwards 1 90

From the harbour of Quebec to Sorel and the opposite side of the river St. Lawrence, or any place above Three Rivers and below Sorel.

For the pilotage of any vessel in tow or propelled by steam (except as hereinafter mentioned), for each foot of draught of water :—

Upwards ..... $ 1 50
Downwards 1 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water :—

Upwards ..... $ 1 87½
Downwards 1 87½

For the pilotage of any vessel under sail, for each foot of draught of water ;—

Upwards ..... $ 3 15
Downwards 2 10

From the harbour of Quebec to the harbour of Montreal, or to any place above Sorel and below the harbour of Montreal.

For the pilotage of any vessel in tow or propelled by steam (except as hereinafter mentioned), for each foot of draught of water :—

Upwards $2 00
Downwards 2 00

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water :—

Upwards ..... $ 2 50
Downwards 2 50

For the pilotage of any vessel under sail, for each foot of draught of water :—

Upwards	$4 20
Downwards	2 80

From the harbour of Montreal to Sorel or to any place above Sorel and below Hochelaga, and from Sorel, or to any place above Sorel and below Hochelaga, to the harbour of Montreal, for each foot of draught of water for each such pilotage :—

Upwards	$ 1 00
Downwards	1 00

For the removal of any vessel from one wharf to another, within the limits of the harbour ; or from any of the wharfs into the Lachine canal ; or out of the said canal to any of the wharfs in the harbour ; or from the foot of the current ; or from Longueuil into the harbour ; or from the harhour to the foot of the current or to Longueuil ;—

For each such service ..... $ 5 00

Appendix No. 7.—Montreal Pilotage Office.

At the opening of navigation 1904, the number of branch pilots was (53) fifty-three.

The following three were taken of, which reduce the number to (50) fifty :—

Pilot Cyrille Bélisle, died May 26, 1905.

" J. Sifroid Labranche, dismissed, October 14, 1905.

" Gédéon Groleau, pensioned May 1, 1906.

Pilot Alfred Frenette, pensioned from May 1, 1906—replaced by Oswald Frenette, branched March 26, 1906.

Pilot Alfred St. Amant, pensioned from June 1, 1906—replaced by Chas. B. Hamelin, branched June 8, 1906.

Pilot Néré Bellisle, pensioned from November 27, 1906—replaced by Tancrède Perron, branched December 1, 1906.

Pilot Narcisse Perrault, pensioned from January 11, 1907—replaced by J. Delavoie Frenette, branched April 1, 1907.

Pilot Jos. Edouard Pleau, dismissed from January 11, 1907—replaced by Fortunat Hamelin, branched April 20, 1907.

Pilot Nestor Arcand, pensioned from May 1, 1907—replaced by J. Cyriac Gauthier, branched July 3, 1907.

Pilot C. Lydéric Bouillé, pensioned from May 1, 1908—replaced by J. B. Angers, branched July 7, 1908.

Pilot G. Jos. Dussault, pensioned from November 20, 1908—replaced by David J. Perrault, branched January 15, 1909.

Pilot Ulric Groleau, pensioned from April 24, 1909—replaced by Napoléon Lachance, branched June 4, 1909.

Pilot J. B. Nadeau, resignation tendered October 21, 1908, resignation accepted May 4, 1909—replaced by Henri Bouillé, branched June 25, 1909.

Pilot Prudent Beaudet, pensioned from August 1, 1909—replaced by Théode Perron, branched August 1, 1909.

JAMES J. RILEY,
Supt. of Pilots.

Appendix No. 5.—Montreal Pilotage Office.

Statement showing the number and sort of vessels reported in this office, total tonnage, total of crews and number of passengers inward, for season 1909.

Seagoing vessels	637
Lake steamers	270
Schooners	27
Barges, tugs and steam yachts	15
Total	949
Total tonnage of these vessels	2,190,756
The number of masters and crews was	46,841
Number of passengers inward	46,618

JAMES J. RILEY,
Supt. of Pilots.

Montreal, December 18, 1909.

Appendix No. 4.—Montreal Pilotage Office.

List of Pensioners of the Montreal Decayed Pilots Fund —Amount Payable each quarter.

Number.	Name.	Amount Payable Each Quarter.	Address.
		$ cts.	
1	Widow David L. Bouillé	29 33	Deschambault, P.Q.
2	" Athanase Dufresne	37 33	"
3	" Victor Gagnon	37 33	Champlain, P.Q.
4	" Alexis Gauthier	32 00	Deschambault, P.Q.
5	" Octave J. Hamelin	37 33	"
6	" Adolphe Lise	37 33	81a Dufferin st., Montreal.
7	" David Mathieu	32 00	77 Fabre st., Montreal.
8	" Edouard Naud	32 00	Sorel, P.Q.
9	" Jean Nault	32 00	Deschambault, P.Q.
10	" Elzéar Bellisle	37 33	"
11	" Zéphirin Bouillé	37 33	"
12	" Cyrille Bélisle	29 33	Lachevrotiere, P.Q.
13	" Joseph Pleau	37 33	Batiscan, P.Q.
14	" Nestor Arcand	37 33	Bureau Paré, P.Q.
15	Heirs Josaphat Sauvageau, care Gustave Picard, tutor	29 33	1419 Notre Dame st, Ouest. Ste. Cunégonde, Montréal.
16	Dd. pil. Jean Arcand	75 00	Deschambault, P.Q.
17	" L. A. Bouillé	75 00	"
18	" Philippe Belanger	75 00	Lotbinière, P.Q.
19	" Joseph Chandonnet	75 00	Lévis, P.Q.
20	" Pierre Gagnon	75 00	Three Rivers, P.Q.
21	" Louis Mayrand	75 00	Ste. Anne de la Pérade, P.Q.
22	" Augustin Naud	75 00	St. Marc des Carrières, P.Q.
23	" Liboire Perrault	75 00	Deschambault, P.Q.
24	" Treffle Turpin	75 00	Lac à la Tortue, P.Q.
25	" Alfred Frenette	75 00	Portneuf, P.Q.
26	" Gédéon Groleau	75 00	Grondines, P.Q.
27	" Alfred St. Amant	75 00	Deschambault, P.Q.
28	" Néré Bellisle	75 00	"
29	" Narcisse Perrault	75 00	"
30	" C. Lydéric Bouillé	75 00	Three Rivers, P.Q.
31	" G. Jos. Dussault	75 00	Deschambault, P.Q.
32	" Ulric Groleau	75 00	Grondines, P.Q.
33	" Prudent Beaudet	75 00	Ste. Famille st., Quebec.

JAMES J. RILEY,
Supt. of Pilots.

Montreal, December 18, 1909.

Appendix No. 3.—Montreal Pilotage Office.

List of apprentice pilots for and above the harbour of Quebec with other particulars regarding them, age, residence and date of license.

Those with a star before their names are the Selected Apprentices.

No.	Name of Apprentice.	Age.	Residence.	Date of License.
	Napoléon Lachance, Branched	26	442 King St., Quebec	June 4, 1909.
	Henri Bouillé, Branched	25	Deschambault, P.Q.	" 25, 1909.
	Théode Perron, Branched	26	"	Aug. 1, 1909.
*1	Bona Dussault, Passed	28	St. Marc des Carrières, P.Q.	Dec. 4, 1900.
*2	Joseph Arthur Arcand, passed.	26	Champlain, P.Q.	" 4, 1900.
*3	F. X. Rivard	29	Grondines, P.Q.	Aug. 16, 1899.
4	Joseph Mayrand	28	Lachevrotière, P.Q.	" 16, 1899.
*5	Jules Brière	23	Portneuf, P.Q	Dec. 30, 1903.
*6	Napoléon deVillers	23	Lotbinière, P.Q.	" 30, 1903.
7	Achille Gosselin.	24	Deschambault, P.Q.	" 30, 1903.
8	Armand Marchand	23	Three-Rivers, P.Q	" 30, 1903.
9	Donat Paquet	25	Grondines, P.Q.	" 30, 1903.
10	Edmond Lacroix	24	Contrecœur, P.Q.	" 30, 1903.
11	Thomas Houde	23	St. Antoine de Tilly, P.Q.	" 30, 1903.
12	Cyprien Marchand	23	1563 St. André, Montreal	" 30, 1903.
13	Emilien Naud	23	Deschambault, P.Q.	" 30, 1903.
14	Jos. Origène Perrault	23	284 Dufresne St., Montreal	Nov. 1, 1906.
15	Oscar Perron	22	Deschambault, P.Q.	May 15, 1907.
16	Jos. Edmond deVillers	22	St. Louis de Lotbiniere, P.Q.	June 15, 1907.
17	François Beaudry	19	Ste. Anne de la Pérade, P.Q.	May 6, 1908.
18	Horace Léveillé.	18	Bastican, P.Q.	" 6, 1908.
19	André Gauthier.	17	Deschambault, P.Q.	Sept. 17, 1908.
20	Arthur deVillers	19	St. Louis de Lotbinière, P.Q.	May 10, 1909.
21	Gaston Lavigne.	18	308 Drolet St., Montreal	" 12, 1909.
22	Chs. Auguste deLachevrotiere	19	Lotbiniere, P.Q.	Aug. 31, 1909.
23	Alphonse Hallé.	16	195 Queen St., Quebec	Oct. 14, 1909.
24	Octave Brunet.	17	42 Cuvilliers St., Montreal	Nov. 11, 1909.

JAMES J. RILEY,
Supt. of Pilots.

Montreal, December 18, 1909.

APPENDIX No. 2,—MONTREAL PILOTAGE OFFICE.

SELECTED apprentice pilots for and above the harbour of Quebec.

SUMMARY of the work of the selected apprentice pilots for and above the harbour of Quebec, showing the number of trips made with branch pilots, on ocean steamers during the year 1909.

1.	Napoléon Lachance.	made	30	trips, then branched,	June 4, 1909.
2.	Henri Boulllé,	"	30	" "	June 25, 1909.
3.	Theode Perron,	"	31	" "	August 1, 1909.
4.	Bona Dussault,	"	57	"	
5.	J. Arthur Arcand,	"	50	"	
6.	F. X. Rivard,	"	53	"	
7.	Joseph Mayrand	"	51	"	
8.	Jules Brière,	"	66	"	
9.	deVillers Napoléon,	"	51	"	Promoted to Selected Pilots List, June 30, 1909.
10.	Achille Gosselin,	"	27	"	Promoted to Selected Apprentice Pilots List, August 1, 1909.

JAMES J. RILEY,
Superintendent of Pilots.

MONTREAL, December 18, 1909.

APPENDIX No. 6.—MONTREAL PILOTAGE OFFICE.

EARNINGS of each Tour-de-Rôle Pilot for the years 1908 and 1909.

Name of Pilot.	Pilotage Earnings in 1908.	Pilotage Earnings in 1909.	Add for Movages in 1909. Approximately.	Total Earnings in 1909.
	$ cts.	$ cts.	$ cts.	$ cts.
Naud, Onesime	964 99	722 11	225 00	947 11
Brunet, Celestin	911 36	948 24	325 00	1,273 24
Dussault, Honoré	738 59	703 53		703 53
Perrault, Alexis		422 53	175 00	597 53
Toupin, Constant	745 14	434 36	65 00	499 36
Belisle Arthur	755 35	663 83	110 00	773 83
Perrault, Anthyme	787 33	746 59	210 00	956 59
Raymond, J. N	1,053 63	832 94	375 00	1,207 94
Paquet, Damien	997 44	724 07	110 00	834 07
Gagnon, Albert	1,058 18	809 29	130 00	939 29
Lachance Nap., branched June 4, 1909		571 94	85 90	656 94
Bouillé, Henri, branched June 25, 1909		550 44	95 00	645 44
Perron, Théode, branched August 1, 1909		359 59	95 00	454 59
	8,002 01	8,489 46	2,000 00	10,489 46
Bouillé, Narcisse	938 67			
Groleau, Ulric	714 73			
Nadeau, J. B.	583 38			
Angers, J. B.	907 26			
Labranche, J. M.	940 27			
	12,086 32			

The five last named men are not on tour-de-rôle this year.

JAMES J. RILEY,
Superintendent of Pilots.

APPENDIX No. 1.—BRANCH PILOTS FOR

STATEMENT showing the number of branch pilots for and above the harbour of and whether employed on

No.	Name of Pilot.	Age.	Residence.	Date of Branch.	Remarks.
1	Naud, Onésime	68	Deschambault, P.Q.	Mar. 16, '70.	
	Beaudet, Prudent*	69	36 Ste. Famille, Que	Oct. 10, '76.	
2	Brunet, Célestin	66	42 Euvilliers St., Mtl	Fev. 28, '72.	
3	Auger, Cléophas	64	Pointe, Lévis.	Sep. 22, '74	
4	Labranche, Ferdinand	62	Portneuf	Apl. 8, '75.	
5	Bouillé, Louis, Z.	60	Deschambault, P.Q.	Jan. 16, '78	
6	Gauthier, Laurent	58	" "	Dec. 10, '79	
7	Nault, Delavoie	55	" "	Dec. 10, '79	
8	Gauthier Wilbrod	57	" "	Dec. 10, '79.	
9	Dufresne, Georges	60	" "	Dec. 10, '80	
10	Arcand Norbert	56	Champlain, P.Q	Dec. 10, '80	
11	Bouillé, Tancrède	56	Deschambault, P.Q.	Dec. 10, '80.	
12	Raymond, Wilfrid	55	" "	Apl. 20, '88.	Member of Committee.
13	Hurteau, Joseph P.	48	164 Parc Lafontaine St., Montreal.	Mar. 20, '89	
14	Perrault, Edouard	60	Deschambault, P.Q.	Mar. 20, '89	
15	Dussault, Honoré	56	Ste. Pétronille, P.Q.	July 16, '89.	
16	Brière Arthur	53	Portneuf, P.Q	Apl. 28, '91.	
17	Perrault, Alexis	47	284 Dufresne St., Montreal	Apl. 28, '91.	
18	Dufresne, Côme	49	Deschambault, P.Q.	June 23, '91.	
19	Naud, Aubert	56	" "	July 11, '93.	
20	Dussault, Napoléon	48	" "	Apl. 3, '94.	
21	Arcand, Barthélémi	48	" "	Apl. 3, '94.	Member of Committee.
22	Bellisle, Prudent	47	" "	Apl. 3, '94.	
23	Arcand, Georges	45	" "	Apl. 3, '94.	
24	Toupin Constant	43	Three Rivers, P.Q.	Apl. 3, '94.	
25	Perrault, Georges.	44	Deschambault, P.Q.	Sep. 11, '94.	
26	Bouillé, Narcisse	50	" "	Oct. 9, '94.	
27	Léveillé, Joseph	46	Batiscan, P.Q.	June 18, '95.	
28	Perron, Séverre	51	115 Chr. Colom, Montreal.	Apl. 14, '96.	
29	Angers, Albéric.	35	Ste. Anne de la Pérade, Que.	Mar. 14, '98.	Secretary Committee.
30	Bélisle, Arthur	47	Deschambault, P.Q.	Sep. 20, '98.	
31	Hamelin, G. T	36	Grondines, P.Q.	Sep. 20, '98.	President Committee.
32	Perrault, Amthyme	41	Deschambault, P.Q.	May 1, 1900.	
33	Raymond, J. N	40	" "	Oct. 4, 1900.	
34	Bourrassa, J. Henri	32	Lévis, P.Q	Apl. 16, '01.	
35	Paquin, E. Azarias	37	18 du Pont St., Quebec	June 13, '02.	
36	Labranche, J. Melville	35	Portneuf, P.Q.	June 13, '02.	
37	Paquet, Damien	36	Grondines, P.Q.	Feb. 4, '93.	
38	Gariepy, J. Arthur	31	47 Notre Dame St., Viau-Ville, Montreal	Apl. 20, '03.	
39	Gagnon, Albert	35	Three Rivers, P.Q.	Nov. 30, '03.	
40	Frenette, J. Oswald.	34	Portneuf, P.Q	Mar. 26, '06.	
41	Hamelin, Chs. B	29	Champlain, P.Q	June 8, '06.	
42	Perron, Tancrede	32	48 Orléans St., Maisonneuve Montreal	Dec. 1, '06.	
43	Frenette, J. Delavoie	32	Portneuf, P.Q	Apl. 1, '07.	
44	Hamelin, Fortunat	32	St. Romuald, P.Q.	Apl. 20, '07.	
45	Gauthier, J. Cyriac	29	1235 Sanguinet St., Montreal.	July 3, '07.	Member of Committee.
46	Angers, J. B.	29	Ste. Anne de la Pérade, Que.	July 7, '08.	
47	Perrault, David J.	29	" " "	Jan. 15, '09.	
48	Lachance, Napoléon	26	442 King St., Quebec	June 4, '09.	
49	Bouillé, Henri	25	Deschambault, P.Q.	June 30, '09.	
50	Perron, Théode.	26	" "	Aug. 1, '09.	

* Mr. Beaudet was pensioned on Aug., 1909, and replaced by Mr. Théode Perron, branched

MONTREAL, December 8, 1909.

SESSIONAL PAPER No. 23

AND ABOVE THE HARBOUR OF QUEBEC.

Quebec during the year, 1909, their age, residence, number of pilotage, earnings special service or tour-de-rôle.

Number of trips to		Number of trips to intermediate ports.		Total No. of trips.	Earnings to Montreal.	Earnings to intermediate ports.	Total earnings.	Employed on special service or tour-de-Rôle.
In.	Out.	In.	Out.		$ cts.	$ cts.	$ cts.	
10	12	1	3	26	623 30	98 81	722 11	Tour-de-Rôle.
6	6			12	695 64		695 64	C.P.R. Atlantic Line.
9	17	1	4	31	838 28	109 96	948 24	Tour-de-Rôle.
16	17			33	1,878 88		1,878 88	Donaldson Line.
16	16			32	1,942 89		1,942 89	C.P.R. Atlantic Line.
16	16			32	1,940 74		1,940 74	C.P.R. Atlantic Line.
20	14			34	2,158 68		2,158 68	Allan Line.
18	17	1	1	37	1,654 68	65 33	1,720 01	Dominion Coal Co.
20	16			36	2,305 58		2,305 58	Allan Line.
11	11			22	846 33		846 33	Quebec S. S. Co.
18	18	1	1	38	1,796 75	72 33	1,869 08	Dominion Coal Co.
12	23			35	2,169 54		2,169 54	Allan Line.
15	15			30	1,759 96		1,759 96	Thomson Line.
16	16	2	2	36	1,625 49	139 86	1,765 33	Dominion Coal Co.
15	15			30	1,488 59		1,488 59	Manchester Line.
12	4	3	2	21	547 52	156 01	703 53	Tour-de-Rôle.
16	16	2	4	38	1,613 81	200 81	1,814 62	Head Line.
6	6			12	422 53		422 53	Tour-de-Rôle.
15	17			32	1,932 29		1,932 29	Dominion Line.
16	16			32	1,790 76		1,790 76	Allan Line.
16	15		1	32	1,759 17	45 50	1,804 67	Thomson Line.
14	15			29	1,061 68		1,061 68	Intercolonial Coal Mg. Co.
18	18	1	1	38	1,770 94	71 75	1,842 69	Dominion Coal Co.
9	7	1	7	24	695 39	263 64	959 03	Direct Line Ship'g Co.
7	6			13	434 36		434 36	Tour-de-Rôle.
14	18		1	33	1,887 62	42 88	1,930 50	Dominion Line.
15	14			29	1,447 42		1,447 42	Manchester Line.
14	14	1	1	30	1,654 47	64 46	1,718 93	Thomson Line.
16	17	2	2	37	1,578 61	136 40	1,715 01	Dominion Coal Co.
19	13			32	2,028 02		2,028 02	White Star Dominion Line.
10	7	2	2	21	575 88	87 95	663 83	Tour-de-Rôle.
17	17	1	1	36	1,622 34	75 11	1,697 45	Dominion Coal Co.
11	6	3	3	23	573 55	173 04	746 59	Tour-de-Rôle.
11	15	1	2	29	746 69	86 25	832 94	Taur-de-Rôle.
17	17	1	1	36	1,700 46	64 75	1,765 21	Dominion Coal Co.
25	22	9	7	63	2,301 36	489 45	2,790 81	Nova Scotia Steel & Coal Co.
12	12			24	1,307 57		1,307 57	Canada Line.
13	8			21	724 07		724 07	Tour-de-Rôle.
17	18	1	1	37	1,736 35	71 75	1,808 10	Dominion Coal Co.
13	6	4	4	27	591 55	217 74	809 29	Tour-de-Rôle.
18	18			36	1,750 91		1,750 91	Dominion Coal Co.
14	13		1	28	1,291 42	34 22	1,325 64	Elder Dempster & Co.
17	17			34	1,910 64		1,910 64	Donaldson Line.
13	12	1	1	27	904 67	64 23	968 90	Dobell Line.
15	14			29	1,517 83		1,517 83	Allan Line.
16	18			34	2,027 87		2,027 87	C.P.R. Atlantic Line.
15	16		1	32	1,123 18	24 50	1,147 68	Tou-de-Rôle, then The Atlantic Coast S. S. Co.
15	14	1		30	1,021 23	30 94	1,052 17	Tour-de-Rôle, then, Carbray Line.
9	8	1		18	541 46	30 48	571 94	Tour-de-Rôle.
10	8			18	550 44		550 44	Tour-de-Rôle.
6	4	1		11	331 59	28 00	359 59	Tour-de-Rôle.
					69,200 98	2,946 15	72,147 13	

on Aug 1, 1907, Sec. No. 50.

JAMES RILEY, *Superintendent of Pilots*

APPENDIX No. 25.

REPORT OF THE NANAIMO PILOTAGE AUTHORITY FOR THE YEAR ENDED DECEMBER 31, 1909.

NANAIMO, B.C., January 8, 1910.

G. J. DESBARATS, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—By direction of the board of pilot commissioners, I have the honour to inclose herewith statements of the accounts of the Nanaimo pilotage authority for the year ending December 31, 1909.

Your obedient servant,

TULLY BOYCE,
Secretary.

NANAIMO PILOTAGE AUTHORITY.

STATEMENT of Disbursements for the year ending December 31, 1909.

By salary secretary and treasurer	$	600 00
Office expenses		523 37
Commission to collectors		541 80
Pilot boat account		350 00
Pilot station expenses		3,521 98
Travelling and personal expenses		3,600 00
Refunds		77 95
Reserve fund		420 00
Net earnings		23,649 27
		$33,284 37

J. S. KNARTSON,
Chairman.

TULLY BOYCE,
Secretary.

Approved,

THOMAS O'CONNELL,
H. B. SHAW,
J. T. GIBSON,
Commissioners.

NANAIMO PILOTAGE AUTHORITY.

STATEMENT of vessels which paid pilotage fees for the year ending December 31, 1909.

British.

Steamers	139	Pilotage fees	$15,010 94	
Sailers	2	"	202 62	
Barges	2	"	40 00	
				$15,253 56

Foreign.

Steamers	403	Pilotage fees	$17.119 36	
Sailers	9	"	490 44	
Barges	20	"	421 01	
				18,030 81
				$33,284 37

NANAIMO PILOTAGE AUTHORITY.

PILOTAGE returns for the year 1909.

Licensed pilots :—

Name.	Age.
Christensen, James	68
Butler, James Edgar	49
Owen, William David	43
Yates, Albert Francis	57
Gosse, Josiah	45
Foote, John Calvin	49
Butler, John William	39

Rates of pilotage.—$1 per foot draught, and 1 cent per ton net register. Special rates for mail steamers and tugs.

APPENDIX No. 26.

REPORT OF THE PILOTAGE AUTHORITY OF NEW WESTMINSTER, B.C., FOR THE YEAR ENDING DECEMBER 31, 1909.

NEW WESTMINSTER, B.C., Jan. 6, 1910.

G. J. DESBARATS, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

I hereby present the report of the pilotage authority of the port of New Westminster, B.C., for the year ending December 31, 1909.

Name of pilot, W. S. Wooster, age 33, serving full district.

Number of vessels reported liable to pay pilotage.

	Inwards.	Outwards.
British sailing vessels	2	3
" steam "	19	18
Foreign sailing "	1	1
	22	22

Nationality of vessels reported inwards.

British	19
American	2
German	1
	22

Total amount received for pilotage services for the year, as follows:—

From British vessels	$1,316 80
From Foreign vessels	156 00
Total	$1,472 80

Rates of pilotage for the district is as follows:—

(a) For vessels under sail $2 per foot draught of water, and one cent per net registered ton.

(b) For vessels in tow of a steamer $1 per foot draught of water and one cent per net registered ton.

(c) For steamers $1 for foot draught of water and one cent per net registered ton.

Respectfully submitted,

F. P. MAXWELL,
Secretary.

APPENDIX No. 27.

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N.B., FOR THE YEAR ENDING DECEMBER 31, 1909.

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B.,
January, 8, 1910.

G. J. DESBARATS, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed herewith, please find the annual returns for this pilotage district, for the year ending December 31, 1909, all of which, I trust, you will find in order.

I have the honour to be, sir,
Your obedient servant,

J. M. THOMAS,
Sect.-Treas.

REVENUE ACCOUNT.

	$ cts.	$ cts.
Receipts—		
Licenses to 23 pilots	115 00	
" 4 boats	40 00	
25 cents per foot on outward pilotage from St. John to date	2,292 67	
25 cents per foot on outward pilotage from Musquash to date	4 75	
		2,452 42
Expenditures—		
Auditing accounts for 1908	25 00	
J. & A. McMillan, stationery, &c	27 05	
Office rent	100 00	
Salary Secretary Treasurer	1,000 00	
Sundries	10 00	
		1,162 05
Amount transferred to Pilot Fund Account		1,290 37
		2,452 42

PILOT FUND ACCOUNT.

DR.	$ cts.	$ cts.
Pensions paid to pilots	477 75	
" " widows and children	1,400 00	
Funeral expenses	20 00	
		1,897 75
To balance		5,801 98
		7,699 73
CR.		
By balance December 31, 1908		6,164 08
By interest on Dominion Savings Bank deposits, 12 months April 1, 1909	245 28	
By amount from Revenue Account	1,290 37	
		1,535 65
		7,699 73
By balance to credit of Pilot Fund December 31, 1909		5,801 98

SPECIAL FUND.

Cr.	$ cts.
By balance, Decemcer 31, 1908	4,538 81
By 5 p.c. from net earnings of pilots for year ending December 31, 1909	1,800 80
	6,339 61

STATEMENT of Funds.—The St. John Pilot Commissioners as per auditors report, December 31, 1909.

	$ cts.	$ cts.
INVESTMENT ACCOUNT.		
Dominion Savings Bank per Pass Book No. 744	5,879 31	
" " " No. 10,260	2,542 06	
		8,421 37
CURRENT ACCOUNT.		
Bank of New Brunswick		3,720 22
		12,141 59

PILOTS INDIVIDUAL EARNINGS FOR YEAR 1909.

	$ cts.	$ cts.
Total amount of pilotage received		38,237 47
LESS—25c. per foot from outward pilotage	2,292 67	
5 p.c. from net pilotage	1,800 80	
		4,093 47
		34,144 00
Contra.		
Bennett, James	2,035 40	
Cline, Alfred	678 65	
Cline, Richard B	896 58	
Doyle, James	2,273 97	
Doherty, Joseph	2,436 35	
Doherty, Robert	2,138 58	
Lahey, William	516 60	
Lahey, Frank L	1,662 95	
Miller, James H	1,507 93	
Murray William	1,065 95	
McKelvey, Fenwick M	2,435 15	
Quinn, William	2,143 95	
Rogers, Bartholomew	2,285 40	
Spears, James S	442 50	
Spears, Henry	2,124 57	
Spears, Martin	911 95	
Spears, William J	1,379 75	
Sherrard, John L. C	1,198 60	
Stone, Thomas J	2,246 32	
Scott, Richard	12 35	
Scott, William	1,003 56	
Thomas, John S	2,507 84	
Traynor, Thomas	239 10	
		34,144 00

LICENSED PILOTS 1908–1909.

Name.	Age.	Residence.	Remarks.
Bennett, James	52	St. John, N.B.	
Cline, Alfred	52	"	
Cline, Richard B.	39	"	
Doyle, James	72	"	
Doherty, Joseph	63	"	
Doherty, Robert	24	"	
Lahey, William	80	"	
Lahey, Frank L	38	"	
Miller, James H.	31	"	
Murray, William	36	"	
Quinn, William	62	"	
Rogers, Bartholomew	52	"	
Spears, James S.	64	"	
Spears, Henry	58	"	
Spears, Martin	52	"	
Spears, Wlliam J.	23	"	
Sherrard, John L. C.	75	"	
Stone, Thomas J	56	"	
Scott, Richard	58	"	
Scott, William	53	"	
Thomas, John S.	61	"	
Traynor, Thomas	56	"	
McKelvey, Fenwick M.	23	"	
McAnnulty, John	71	Musquash, N.B	Licensed for Musquash only.

VESSELS ARRIVING AT THE PORT OF SAINT JOHN, N.B., (SUBJECT TO PILOTAGE) FOR THE YEAR ENDING DECEMBER 31, 1909.

—	British.	Foreign.	Total.
Schooners	116	195	311
Brigs and brigantines			
Ships			
Barques and barquentines	2	9	11
Steamships	218	35	253
Total	336	239	575
Amount of pilotage received	$29,974 61	$8,262 86	$38,237 47

RATES OF PILOTAGE FOR THIS PILOTAGE DISTRICT.

	PER FOOT DRAUGHT OF WATER.		
	Inward.	Outward.	Transporting.
	$	$	$
On all steamships—			
1st district	2 00		
2nd "	2 50		
3rd "	3 00		
To Partridge Island		1 75	
Down the Bay of Fundy		2 75	
On all sailing vessels—			
1st district	1 50		
2nd "	1 75		
3rd "	2 25		
To Partridge Island		1 25	
Down the Bay of Fundy (not compulsory)		2 00	
200 tons and under			2 00
From 200 " and up to 400			3 50
" 400 " " 500			5 00
" 500 " " 1,000			7 00
" 1,000 " " 1,500			9 00
" 1,500 " " 2,000			11 00
" 2,000 " " 2,500			13 00
" 2,500 " " 3,000			15 00
" 3,000 " " 3,500			17 00
" 3,500 " " 4,000			19 00
" 4,000 " " 4,500			21 00
" 4,500 " " 5,000			23 00
5,000 Tons and over			25 00

APPENDIX No. 28.

REPORT OF THE PILOTAGE AUTHORITY OF HALIFAX FOR THE YEAR ENDED DECEMBMR 31, 1909.

HALIFAX, N.S., January 6, 1910.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to inclose accounts of the Halifax Pilot Commission, for the year ending December 31, 1909, as follows:—

Receipts and expenditures.
Superannuation fund.
List of pilots.
List of pensioners.
Report of vessels inward and outward.

I am, sir, your obedient servant,

FRANK J. PHELAN,
Secretary.

RECEIPTS AND EXPENDITURES.

1909.		$ cts.	$ ctr.
Jan. 1.....	Balance.....		3,976 45
	Interest.....	993 00	
Dec. 31.....	Commission.....	2,106 94	
	Outward pilotage.....	1,362 60	
Dec. 31....	Salary.....	900 00	8,438 99
	Rent.....	425 00	4,462 54
	Expense—Office.....	152 00	
	Telephone.....	45 00	
	Books and stationery.....	38 49	
	Apprentices.....	92 00	
	Superannuation.....	2,146 00	
	Auditor.....	50 00	
	Balance.....	4,590 50	
			8,438 99

SUPERANNUATION FUND.

1909.		$ cts.
Jan. 1.....	Balance.....	31,662 33
Dec. 31...	Commission.....	1,153 00
	Interest.....	993 00
		33,808 33
	Paid Pensions.....	1,520 00
		32,288 33

INVESTMENTS.

		$ cts.
Dominion Stock	$ 21,301 16	
Savings Bank	9,451 09	
Union Bank, deposit	1,000 00	
" " cash	536 08	
		32,288 33

LIST OF PILOTS—HALIFAX DISTRICT.

No.	Name.	Age.	Address.
1	Flemming, James	70	Halifax, N.S.
2	Renner, James G	25	"
3	Power, Lemont	22	Portuguese Cove.
4	Baker, William	74	Halifax.
5	Bayes, Lawrence	31	"
6	Thomas, Frank	33	Herring Cove.
7	Brackett, Bernard	28	"
8	Hayes, William	35	"
9	Brackett, Wallace	24	"
10	Holland, John	28	Dartmouth.
11	Renner, Edward	23	Halifax.
12	Hanrahan, James	72	Ferguson's Cove.
13	Hayes, John	59	Halifax.
14	Spears, James	53	do.
15	Beazley, John F	50	do.
17	Gorman, William	37	do.
18	Martin, Charles F	43	do.
19	White, William	52	Purcell Cove.
20	Hayes, Thomas	50	Halifax.
21	Reyno, Thomas	49	"
22	Mackay, Francis	37	"
23	Latter, Henry	41	"

LIST OF PENSIONERS—HALIFAX DISTRICT.

Name.	Address.	Amount.
		$ cts.
Hayes, Patk	Herring Cove	200 00
Flemming, J. W	Halifax,	200 00
Beazley, Wm	"	200 00
Holland, James	Portuugese Cove	200 00
Martin, Mrs C	Boston	75 00
Johnson, Mrs. J	Bear Cove	75 00
Glazebrook, Mrs C	Boston	75 09
Martin, Mrs. D	Halifax	75 00
Gallagher, Mrs. B	"	75 00
" W. L	"	15 00
" Cath	"	15 00
Munro, Mrs. H	"	75 00
Reyno, Mrs. J	Herring Cove	75 00
Holland, Mrs J	Halifax	75 00
Bayers, Mrs. E	"	75 00

SESSIONAL PAPER No. 23

RETURN of Vessels inward at port of Halifax N.S., from January 1 to December 31, 1909—subject to pilotage.

BRITISH.

Schooners.	Barques.	Steamers.	Tonnage.	Amount.
80	9	698	1,592,200	$18,334 11

FOREIGN.

Schooners.	Barques.	Steamers.	Tonnage.	Amount.
84	10	110	110,957	$3,094 20

RETURN of Vessels outward at port of Halifax N.S., from January 1 to December 31 1909—subject to pilotage.

BRITISH.

Schooners.	Barques.	Steamers.	Tonnage.	Amount.
33	7	654	1,443,223	$11,334 06

FOREIGN.

Schooners.	Barques.	Steamers.	Tonnage.	Amount.
15	7	106	97,220	$1,478 20

All vessels propelled by steam, and coasting between Halifax and any Atlantic port in the Dominion of Canada, Newfoundland or the United States of America, if spoken by a pilot inward and refuse to accept the services of same, must pay half pilotage, and if a pilot be employed, full pilotage must be paid.

Sailing vessels which do not accept the services of a pilot either inward or outward, when such services are offered, must pay full pilotage.

PILOT RATES AT HALIFAX.

	In Free.	Out Free.
	$ cts.	$ cts.
Vessels of 120 tons and under..		
" 120 " 200 tons	9 60	6 00
" 200 " 300 "	13 20	8 40
" 300 " 400 "	16 80	10 80
" 400 " 500 "	19 20	12 00
" 500 " 600 "	21 60	13 20

Over 600 tons, an additional sixty cents for every 100 tons (or fractional part thereof), inward, and thirty cents outwards. Payment of outward pilotage for all vessels of 200 tons and upwards to be compulsory.

FRANK J. PHELAN,
Secretary.

APPENDIX No. 29.

REPORT OF THE PILOTAGE DISTRICT OF ST. MARY'S AND LISCOMBE, N.S., FOR THE YEAR 1909.

January 18, 1910.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—On account of the death of Wm. Pride, Esq., who was secretary of the pilot commissioners of St. Mary's, Liscombe and Gegoggin district, about the first of the year, very suddenly, we, the other commissioners, have endeavoured to collect the returns of the several pilots, and I am sending you herewith a list, prepared in some kind of a manner, but not all thorough, as I see the St. Mary's pilots did not give date of departure of vessels. We should appoint a new secretary and treasurer in future to have returns made at right time and in a thorough manner.

Yours respectfully,

JAS. HEMLOW Jr.
Acting Secretary.

PILOT RETURNS FOR PILOTAGE DISTRICT OF ST. MARY'S, LISCOMBE AND GEGOGGIN.

EDWARD QUINN, PILOT, ST. MARY'S, No. 1.

Date of Arrival.	Where from.	Rig.	Name of Vessels.	Port of Register.	Tonnage.	Name of Master.	Fees.
							$ cts.
May 2	Halifax	Schooner	Nellie M. Snow.	British	75	Harpell	10 00
" 21	Norway	Barque.	Hertha	Foreign	522	Thonsen	30 00
July 14	Norfolk	Steamer	Raven	"	832	Jensen	35 00
Sept. 4	La Have	Schooner.	Laura C	British	249	Smith	20 00
Oct. 17	Boston	"	Bessie C. Beach.	"	272	McKeogue	20 00
Nov. 7	St. John, N.B.	"	Hattie C.	"	160	King	14 00
" 17	Halifax	"	Lavonia	"	266	Allison	20 00

JOHN P. BURNS, ST. MARY'S, No. 2.

May 10	Halifax	Schooner	J. L. Nelson	British	280	Publicover	20 00
July 20	"	Tern Schooner.	Rescue	"	300	Weldon	20 00
Oct. 2	Lunenburg	"	Y. V. Conrad	"	99	Corkum	12 00
Nov. 10	Halifax.	Schooner	Grace Darling	"	99	Duffeny	12 00

G. B. RILEY, LISCOMBE, No. 1.

July	15	Tusket Wedge	.....	SS. Briardenne	British.....	1,727	Crowe, inward .. outwaad....	24 50
"	15	" Sailed	.....	"	.....	.... ..	For Llverpool, England	26 50

EMERY MISNER, LISCOMBE, No. 2.

Oct.	20	Liverpool, Eng	.....	SS. Briardenne .	....	1,727	Crowe, inward ..	24 50
Nov.	5	For Halifax ..	....	" ...	....	1,727	" outward..	26 50
							Shifting steamer down from mill.	17 27

SETH McKINLAY, LISCOMBE, No. 3.

Oct.	29	Sherbrooke....	Schooner.....	Bessie C. Beach.	British.....	284	McKeague.....	20 00

JAS. HEMLOW,
Acting Secretary

APPENDIX No. 30.

REPORT OF RICHIBUCTO PILOTAGE AUTHORITY FOR THE YEAR ENDING 31ST DECEMBER, 1909.

RICHIBUCTO, N.B., January 27, 190

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—The Pilotage Commissioners of the District of Richibucto met in the office of W. E. Forbes, on September 28, 1909, W. J. Brait in the chair.

The newly appointed members of the board were present: R. O'Leary, Frank Curran, W. E. Forbes and Fred Ferguson.

The chairman explained the object of the meeting, namely for re-organization of the Board.

W. J. Brait was re-elected chairman and Fred Ferguson, secretary, to the commissioners.

A general discussion of matters connected with the port then took place.

There was considerable shipping during the past season both foreign and home trade.

The commissioners are pleased to report that there were no accidents of any kind to any of the vessels at this port.

The commissioners heartily commend the government for establishing a lifeboat service at this port.

While this season, the crew were only organized for practice, we hope that ere long the government will see fit to make the service a stationary one for this port.

We commend the government further for the increased interest they are taking in the matter of lights and buoys along this coast.

Remain yours truly,

FRED FURGUSON,
Secretary Pilotage Commissioners.

APPENDIX No. 31.

REPORT OF THE VICTORIA AND ESQUIMALT PILOTAGE AUTHORITY FOR THE YEAR ENDING DECEMBER 31, 1909.

VICTORIA, B.C., January 20, 1910.

G. J. DESBARATS, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I am instructed by the above authority to forward to you duplicate copies of the annual report of this authority for the year 1909.

I am, your obedient servant,

J. KINGHAM,
Secretary Treasurer.

STATEMENT SHOWING THE PILOTAGE RATES FOR THE DISTRICT OF VICTORIA AND ESQUIMALT, B.C.

(18) Vessels bound to other ports and coming to anchor in 'Royal Roads,' th pilotage shall be free, except the services of a pilot are employed, when pilota g according to the following graduated scale shall be payable :—

From inside, or north of 'Race Rock,' to Royal bay, or vice-versa, 50 per cent of the prescribed rates under clause (b) section 18. From Beechy Head to 'Royal Roads' or vice versa, $1 per foot.

From Pillar point to 'Royal Road' or vice versa, $3 per foot.

From Cape Flattery to 'Royal Roads,' or vice versa, $6 per foot draught of water.

(b) For vessels entering into or clearing from the ports of Victoria and Esquimalt, the rates of pilotage shall be as follows :—

(1) For regular ocean steamers, 50 cents per foot draught of water and $\frac{1}{2}$ cent per net registered ton up to a maximum of 3,500 tons, on the inward voyage, and 50 per cent of the above on the outward voyage subject to a discount of 20 per cent.

(2) For irregular ocean steamers, $1 per foot draught of water and $\frac{3}{4}$ cent per net registered ton.

(3) For regular steamers in the coasting trade between San Francisco and Lynn Canal inclusive, the rates shall be the same as for regular ocean steamers as rated in Clause 1.

(4) For vessels under sail, $2 per foot draught of water and 1 cent per net registered ton.

(5) For sailing vessels in tow $1.50 per foot draught of water and 1 cent per net registered ton.

(6) For all vessels entering into or clearing from William's Head Quarantine Station, the rates shall be 50 per cent of the prescribed rates of any class of vessel for Victoria and Esquimalt, subject to exemption in section 17, clause 7 ; provided, however, that all coasters between San Francisco and Lynn canal inclusive, when compelled by special instructions from the Dominion government to call at William's Head Quarantine Station, shall be exempt from pilotage dues unless the services of a pilot are requested.

(7) For all vessels of 500 tons and under, 75 cents per foot draught of water.

GULF PILOTAGE.

For all vessels from the limits of the ports of Victoria and Esquimalt to the limits of all ports on Puget Sound and Gulf of Georgia, shall be $1 per foot draught of water.

Steamers making regular trips to Victoria and Esquimalt and having paid the prescribed rates under clause (b) on the inward voyage and returning again to either of said harbours within a period of twenty days, shall pay only half the inward rates.

Receipts—British	$6,692 19
" Foreign	6,564 24
" Examination Fees	40 00
" Surplus	570 50
	13,866 93
Expenditure—Pilots drawing, surplus, 1908	514 86
Deposited in Savings Dept. (Canadian Bank of Commerce	55 64
Pilots' drawings	11,660 93
Secretary's salary	600 00
" rent and expenses	420 00
Miscellaneous expenses	212 35
Surplus	403 15
	13,866 93

Names of Pilots :—	Age.
John Thompson	62
Samuel Bucknam	60
William Cox	55
John Newby	61

Board of Commissioners :—

A. B. Fraser, Sr., Esq.
Captain Wm. Grant.
H. F. Bullen, Esq.
Captain I. Gould.
F. A. Pauline, Esq.

STATEMENT OF PILOTS FOR 1909.

Receipts as per statement above.

Surplus, 1908	514 86
Drawings, 1909	11,660 93
	12,175 79

Expenditure as per pilots monthly.

Log for up-keep of pilots plant	3,653 60
Balance, net earnings of pilots	8,522 19
	12,175 79

APPENDIX No. 32.

REPORT OF THE PILOTAGE AUTHORITY OF RESTIGOUCHE, N.B., FOR THE YEAR ENDING DECEMBER 31, 1908.

CAMPBELLTON, N.B., December 31, 1909.

Hon. L. P. BRODEUR, K.C., M.P.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to hand you herewith the report of the commissioners for the year ending December 31, 1909, and trust the same will meet with your approval. All of which is respectfully submitted.

Your obedient servant,

FRANK S. BLAIR,
Secretary Treasurer.

Ports.	Steam.		Sail.		Total.		Dues.	Commission.	Net to Pilots.
	No.	Tons.	No.	Tons.	No.	Tons.	$ cts.	$ cts.	$ cts.
Campbellton, N.B.	26	31,646	34	20,512	60	52,158	4,057 10	121 71	3,935 39
Dalhousie	14	25,545	10	5,628	24	31,173	1,531 88	45 95	1,485 93
River Louison	4	7,931	3	893	7	8,824	414 46	12 43	402 03
Total	44	65,122	47	27,033	91	92,155	6,003 44	180 09	5,823 35

Members of the Pilotage Club of Restigouche, N.B.:—

	Age.
Robert McNeil	68
Jos. Elsleiger	53
Neil Neilson	35
Wm. Donahue	42
Dan C. McNeil	33
John McNeil	30
Ed. Elsleiger, Pilot Master	44

Commissioners for district :—

WM. F. NAPIER, *Chairman*,
W. S. MONTGOMERY,
A. H. HILYARD,
D. CHAMPOUX,
F. S. BLAIR, *Secretary Treasurer.*

CAMPBELLTON, N.B., December 31, 1909.

PILOTAGE RATES.

The rates of pilotage including the properly securing and mooring all ships or vessels pilotage for the several ports within the pilotage district of Restigouche shall be as follows:—For every foot of water any ship or vessel shall draw at the time inward or outward bound in the port of Dalhousie, Benjamin, Beaver Point, Nash's Creek, Jacquet River, or any loading station east of Dalhousie on the Bay of Chaleur, $1.50; port of Campbellton, $2; Oak Bay or any loading station east of same, west of Dalhousie $2, when ships proceed direct from sea.

Ships bound for Dalhousie, Benjamin, Beaver Point, Nash's creek, Jacquet river, or any loading station east of Dalhousie, calling at any of the said harbours for orders, or to discharge ballast, cargo, or otherwise on ship's account, $1.50, and thence to the said port of loading stations on the Bay of Chaleur $0.75 per foot on draught of such ship at the time.

Ships bound for Campbellton, Oak Bay or any loading station east of Oak Bay and west of Dalhousie, waiting at Dalhousie or any of the outer or bay ports to discharge ballast, cargo, or otherwise on ship's account, $1.50 and thence to the said port of Campbellton $0.75; Oak Bay or any loading station east of Oak Bay, and west of Dalhousie $0.75 per foot on draught of such ship at the time, and vice versa.

For the removal of any ship including the properly securing and mooring such ship the following rates viz:—The sum of one dollar and fifty cents for ships not exceeding one hundred and twenty tons; the sum of two dollars for ships over one hundred and twenty tons and not exceeding two hundred tons; the sum of three dollars for ships over two hundred tons, and not exceeding three hundred tons; the sum of four dollars for ships over three hundred tons, and not exceeding six hundred tons; and the sum of five dollars for all ships over six hundred tons; and when the distance of removal extends four miles, fifty per cent additional to above rates. In addition to above rates all vessels propelled wholly or in part by steam shall pay one cent inwards and one cent outwards per net registered tonnage.

APPENDIX No. 33.

REPORT OF THE PILOTAGE AUTHORITY OF ARICHAT. C.B., FOR THE YEAR ENDING DECEMBER 31, 1909.

ARICHAT, C.B., January 2, 1910.

Deputy Minister Marine and Fisheries.
Ottawa.

SIR,—I beg to make a report of the pilotage district of the county of Richmond for the year ending December 31, 1909.

I desire to say that there is very little doing at this port now, as the sailing vessels are few over 120 tons register, which is the limit of tonnage making them liable to pilotage. Steamboats are exempt, and the American fishing schooners are under 120 tons register. There is only one branch pilot here now, Albert Boucher. He piloted only three vessels in the port this year. The pilot collects the pilotage in this port.

I am, sir, your obedient servant,

ISIDORE LEBLANC,
Secretary of Pilotage.

LIMITS OF RICHMOND PILOTAGE AUTHORITY.

The limits of Richmond Pilotage District N.S. extends from Point Tupper in the Strait of Canso to Cape Fourche, and includes all waters in and adjoining the county of Richmond including St. Peter's Canal and southern portion of Bras d'Or Lake.

RATES OF PILOTAGE FOR THE PILOTAGE DISTRICT OF RICHMOND COUNTY, N.S.

All vessels belonging to the county of Richmond and all fishing vessels (when actually engaged in fishing) when such vessels do not exceed 250 tons, are exempted from pilotage dues.

Pilotage dues, inward.

For vessels of 120 tons to 150 tons					$	6 50
"	150	"	200	"		7 50
"	200	"	250	"		9 00
"	250	"	300	"		10 00
"	300	"	350	"		11 00
"	350	"	400	"		12 00
And for every additional fifty tons or fraction thereof						0 75

Outward pilotage is $\frac{1}{2}$ above rates.

Arichat pilotage is in the pilotage district of Richmond, N.S.
Pilotage compulsory and full when vessels are spoken.

APPENDIX No. 34.

REPORT OF THE PILOTAGE AUTHORITY OF SHEDIAC, N.B., FOR THE YEAR ENDING DECEMBER 31, 1909.

SYDNEY, N.S., December 31, 1909.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to submit the annual report of Shediac, N.B., pilotage authority, for the year ending December 31, 1909.

The following are the pilots licensed by the pilotage authority of this port:—

	Age.
Thomas McGrath	63
Olaf Hendrickson	48
Paul P. LeBlanc	65

The rate of pilotage for the pilotage district of the port or harbour of Shediac is $1.50 per foot draught of water for vessels inwards and $1.50 per foot draught of water for vessels outwards bound, and for the removal of any ship or vessel and seeing such ship or vessel properly secured and moored the sum of $4 for each such removal, hauling a vessel into the wharf or dock from the stream not to be considered a removal, also all ships or vessels propelled by steam or driven by power other than sails shall pay ·04c. per ton on her registered tonnage in addition to the above rates.

The total amount received as pilotage dues from the foreign ships is $383.91.
The total amount received from British ships is $36.00.
The total amount received from sailing vessels is $318.25.
The total amount received from vessels propelled by steam is $101.66.
All the money received was paid to the pilots for their services.

Yours truly,

E. R. McDONALD.

APPENDIX No. 35.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF PARRSBORO', N.S., FOR THE YEAR ENDED DECEMBER 31, 1909.

PARRSBORO', N.S., January 4, 1910.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to submit the report of the pilotage authority for the district of Parrsboro', N.S., for the year ended December 31, 1909.

6	British vessels paid pilotage amounting to		$212 50
7	Foreign " "		260 50
13			47 003
	Paid pilot Robert Anderson	$439 90	
	Secretary for salary and contingencies	33 10	
		$473 00	

PILOTAGE NON-COMPULSORY.

Inward pilotage rates, $1.25 to $2.50 per foot draught for sailing vessels and 50 cents per foot draught additional for steamers.

Outward pilotage rates, $1.50 to $2.50 per foot draught for sailing vessels and 50 cents per draft foot additional for steamers.

E. GILLESPIE,
Secretary.

APPENDIX No. 36.

REPORT OF THE PILOTAGE AUTHORITY OF MIRAMICHI, N.B., FOR THE YEAR ENDING DECEMBER 31, 1909.

NEWCASTLE, MIRAMICHI, N.B., January 3, 1910.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to hand you herewith the pilotage returns for the district of Miramichi, N.B., for the year ending December 31, 1909.

I am, sir, your obedient servant,

BYRON N. CALL,
Secretary Treasurer.

PILOTAGE RETURNS.

Class of vessel.	No. of Vessels.	Total.
Vessels reported inwards—		
British steamers	40	
" sailing vessels	19	
Foreign steamers	[illegible]	
" sailing vessels	21	
		118
Vessels reported outward—		
British steamers	41	
" sailing vessels	21	
Foreign steamers	38	
" sailing vessels	21	
		121
Vessels removed—		
British steamers	10	
" sailing vessels	2	
Foreign steamers	16	
" sailing vessels	6	
		34

PILOTAGE RETURNS.

Class of vessel.	Amount.	Total.
	$ cts.	cts.
Total amount of pilotage inwards—		
British steamers	2,092 13	
" sailing vessels	434 26	
Foreign steamers	2,143 94	
" sailing vessels	518 65	
		5,188 98
Total amount of pilotage outwards—		
British steamers	1,931 87	
" sailing vessels	549 00	
Foreign steamers	2,463 88	
" sailing vessels	671 00	
		5,615 75
Total amount for removals—		
British steamers	98 00	
" sailing vessels	16 00	
Foreign steamers	126 00	
" sailing vessels	30 00	
		270 00
		11,074 73

NATIONALITIES OF VESSELS PILOTED INWARDS FOR YEAR 1909.

	No.		No.
American	13	Norwegian	28
Austrian	1	Russian	5
British	59	Swedish	1
Danish	11		
			118

RATES OF PILOTAGE.

When inward bound	$2.25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	$0.02 per reg. ton.
When outward bound	$2.00 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	$0.02 per reg. ton.
For the removal and mooring of vessels of over 300 tons	$4.00.
And where the distance of removal exceeds four miles, 50 per cent additional on the above rate.	
Removals within a distance of one mile are not compulsory; but, when pilots are requested by masters to perform this service, the charge is	$4.00.
Steam tug boats towing one or more barges with cargo inwards, may depart outwards after having paid full pilotage for the tug and barges inwards, without paying any outward pilotage, except on the tug.	

LIST OF PILOT BOATS LICENSED.

No.	Name.	Tonnage.	Captain's name.	First licensed.
15	*Princess Louise*	20·85	Asa Walls	May, 1879
16	*Senator Snowball*	30·95	Jas. A. Nowlan	" 1897
17	*Mabel*	22·00	George Savoy	" 1900

No.	Name of pilots.	Age.	For what service.	Remarks.
2....	Louis Jimmo.....	55	Full license.	
6....	Francis Martin.....	75	" "	
7....	Maxime Martin.....	64	" "	
10 ...	Alexander Wilson.....	63	" "	
11....	Robert J. Walls.....	58	" "	
22....	William Walls, sr.....	55	" "	
26....	John McCallum.....	57	" "	
27....	James Nowlan	58	" "	
29...	George Sutton.....	58	" "	
30....	Jas. A. Nowlan.....	54	" "	
31....	George T. Tait.....	52	" "	
32....	Joseph Jimmo.....	54	" "	
33....	James McCallum.....	65	" "	
35....	John Martin.....	50	" "	
36....	Asa Walls	50	" "	
37....	William Walls, jr.....	52	" "	
38....	John Nowlan.....	53	" "	
41....	Michael J. Jimmo.....	42	" "	
42....	Geerge M. Nolan.....	53	" "	
44..	George Savoy	65	" "	

THE MIRAMICHI PILOTS IN ACCOUNT WITH B. N. CALL, SECRETARY-TREASURER.

1909.		$ cts
	Dr.	
May 25..	To *North Shore Leader*, printing pilot bill heads	2 50
June 18..	Jno. McDonald & Co., lumber for pilot schooners	1 00
" 18..	R. J. Walls, cleaning pilots' office, &c	2 25
" 18..	J. B. Snowball Co., account Schr. *Princess Louise*	14 82
" 18..	J. B. Snowball Co., account Schr. *Senator Snowball*	9 02
July 17..	Asa Walls fitting out Schr. *Princess Louise*	47 50
" 17..	Miramichi Steam Navigation Co., fares	3 75
" 17..	J. B. Snawball Co., account Schr. *Senator Snowball*	9 18
" 17..	George Stothart, account Schr. *Princess Louise*	2 18
" 17..	George Stothart, account Schr. *Senator Snowball*	6 25
" 17..	James A. Nowlan, fitting out Schr. *Senator Snowball*	46 13
Aug. 18..	W. S. Loggie Co., account Sch. *Princess Louise*	11 47
" 18..	W. St. Loggie Co., account Sch. *Senator Snowball*	21 29
Sept. 18..	J. J. Yorstons, draft repairs to Schr. *Senator Snowball* at Pictou, N. S.	29 40
" 18..	Asa Walls, amount advanced, J. J. Yorston at Pictou, N.S., repairs to Schr. *Princess Louise*	27 69
" 29..	Thos. Forhan & Co., draft on Jas. A. Nowlan, sails for schooner *Senator Snowball*	128 07
Oct. 18..	J. B. Snowball Co., account Schr. *Senator Snowball*	3 90
" 18..	Asa Walls, account Schr. *Princess Louise*	17 00
" 18..	George P. Searle, rent to pilot's office for one year, to April, 1910	24 00
Nov. 18..	Edward Burke, account Schr. *Princess Louise*	4 15
" 18..	Edward Burke, account Schr. *Senator Snowball*	4 30
" 18..	W. S. Loggie Co., account Schr. *Princess Louise*	3 35
" 18..	W. S. Loggie Co., account Schr. *Senator Snowball*	3 55
" 18..	R. J. Walls, horse hire pilots to and from vessels and telegrams, &c	5 50
" 18..	J. B. Snowball Co., account Schr. *Princess Louise*	1 65
" 18..	J. B. Snowball Co., account Schr. *Senator Snowball*	2 65
" 18..	J. Fred. Benson, printing pilot forms	2 25
" 18..	A. C. McLean, account Schr. *Princess Louise*	7 32
" 18..	A. C. McLean, account Schr. *Senator Snowball*	17 21
" 18..	Miramichi Steam Navigation Co., fares	3 75
" 18..	A. & R. Loggie, rent warehouse, year 1909	10 00
" 27..	E. Johnson, stationery for pilots' office	3 20
Dec. 13..	Pilot Geo. M. Nolan, expenses returning from SS. *Ragnorok*, after taking to sea	5 00
" 13..	Secretary-Treasurer postage stationery and telephone tolls	4 30
" 13..	Secretary-Treasurer 3 per cent commission on $11,474.73 pilotage collected	344 24
" 13..	Paid 17 pilots $8,985.23 and 3 pilots $1,659.68	10,644 91
		11,474 73

		Cr.		
Dec. 13..	By amount collected pilotage in		$5,188 98	
" 13..	" " " " out		5,615 75	
" 13..	" " " for removals		270 00	
" 13..	" earnings of pilots outside		400 00	
				11,474 73

B. N. CALL,
Secretary Treasurer to Pilotage Commissioners.

J. C. MILLER,
Chairman.

APPENDIX No. 37.

REPORT OF THE PILOTAGE AUTHORITY OF BUCTOUCHE, N.B., FOR THE YEAR 1909.

BUCTOUCHE, N.B., January 4, 1910.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I herewith transmit pilotage returns for the pilotage district of Buctouche for the year 1909.

In accordance with notification I herewith inclose pilotage returns for the district of Buctouche for the year 1909, which I hope will reach you in due time and be satisfactory.

Your obedient servant,

JOHN C. ROSS,
Secretary.

1. Names and ages of pilots licensed :—
   Joseph Crossman, age 58 years.
   Joseph Belleisle, age 53 years.
   John Mooney, age 35 years.
   Francis R. Smith, age 35 years.
   Peter A. Smith, age 43 years.
   Joseph Duplessis, age 50 years.

2. The above-named pilots are licensed to undertake the pilotage of vessels of every description within and throughout the pilotage district of Buctouche.

3. Pilotage dues are charged as per section 12 of rules and regulations for tho district. viz., $1.50 per foot draught of water, both inward and outward bound.

4. Total amount of pilotage dues collected during the year, $201.25 paid as under :—

1 Sailing vessel, foreign, making 2 trips	$ 64 50
3 Steam coal barges, British	100 75
8 Schooner, British optional	36 00
	$201 25

5. The pilotage as above was paid to the pilots who performed their duties as such to the respective vessels.

6. No new licenses were issued, nor any expenses incurred during the year.

APPENDIX No. 38.

REPORT OF THE PILOTAGE AUTHORITY OF ST. ANNES, N.S., FOR THE YEAR ENDING DECEMBER 31, 1909,

ST. ANNES, N.S., Jan. 5, 1910.

SIR,—I beg to submit my report for the year 1909.

RETURN of vessels that paid pilotage at port of St. Annes, N.S., during the year from Jan. 1 to Dec. 31, 1909.

1909.	Name of vessel.	Rig.	Country to which str. belonged.	Tonnage.	Amount paid inward.	Amount paid outwards.	Total.
1909.					$	$	$
May 5....	S.S. Francis.....	S.S.	Norway.	696	17	17	34
" 7....	Francis.....	S.S.	Norway.	696	—	—	—
" 27....	Francis.....	S.S.	Norway.	696	17	17	34
" 30....	Fraucis	S.S.	Norway.	696	—	—	—
June 11 ..	Francis.....	S.S.	Norway.	696	17	17	34
" 12...	Francis.....	S.S.	Norway.	696	—	—	—
" 23...	Francis.....	S.S.	Norway.	696	17	17	34
" 24...	Francls.....	S.S.	Norway.	696	—	—	—
July 5....	Francis.....	S.S.	Norway.	696	17	17	34
" 6...	Francis.....	S.S.	Norway.	696	—	—	—
" 18....	Francis.	S.S.	Norway.	696	17	17	34
" 20....	Francis.	S.S.	Norway.	696	—	—	—
Aug. 1 ...	Francis.....	S.S.	Norway.	696	17	17	34
" 3....	Fvancis	S.S.	Norway.	696	—	—	—
" 15....	Francis..	S.S.	Norway.	686	17	17	34
" 17....	Franeis	S.S.	Norway.	698	—	—	—
" 31....	Francis.....	S.S.	Norway.	696	17	17	34
Sept. 12 ..	Francis...	S.S.	Norway.	696	—	—	—
" 14...	Francis	S.S.	Norway.	696	17	17	34
" 25...	Francis	S.S.	Norway.	696	—	—	—
" 27...	Francis	S.S.	Norway.	696	17	17	34
Oct. 10...	Francis	S.S.	Norway.	696	—	—	—
" 12...	Francis	S.S.	Norway.	696	17	17	34
" 26...	Francis.....	S.S.	Norway.	696	—	—	—
" 38...	Francis	S.S.	Norway.	696	17	17	34
Nov. 17...	Fraucis.....	S.S.	Norway.	696	—	—	—
" 19...	Francis	S.S.	Norway.	696	17	17	34
Dec. 10...	Francis,.....	S.S.	Norway.	696	—	—	—
" 11...	Francis.....	S.S.	Norwey.	696	17	17	34
							$510 00

DONALD McAULEY,
Secretary.

SESSIONAL PAPER No. 23

APPENDIX No. 39.

REPORT OF THE VANCOUVER PILOTAGE AUTHORITY FOR THE YEAR ENDING DECEMBER 31, 1909.

VANCOUVER, B.C., January 4, 1910.

The Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

SIR,—I have the honour to inclose herewith statement of accounts and of the affairs of the Vancouver pilotage district for year ended, 1909.

At a meeting of the commissioners held yesterday, the accounts were audited and signed by the chairman, and I was instructed to forward same to you.

I have the honour to be, sir,
Your obedient servant,

C. GARDINER JOHNSON,
Secretary.

No. of license.	Name of pilot.	Age.	Service in	Remarks.
1 1st Class.....	William Ettershank..	67	Licensed to pilot vessels of any size or description within the Limits of the Vancouver pilotage district.	Active.
2 1st Class.. .. .	George W. Robertson.	59		"
3 1st Class..... ..	H. Robson Jones.....	54		"
4 1st Class.....	Donald Patterson....	48		"
5 2nd Class	George W. Robarts ..	37		"

NOTE.—Pilotage dues now in force are same as approved by Orders in Council, January 19 and February 19, 1907, and are as follows :—

(*a*) For vessels under sail, $2 per foot draught of water and one cent per net registered ton.

(*b*) For vessels in tow of a steamer, $1 per foot draught of water and one cent per net registered ton.

(*c*) For steamers, $1 per foot draught of water, and one cent per net registered ton.

The pilotage from Cape Flattery or Royal Roads to a line drawn from Point Atkinson to the Nun buoy on Spanish Bank, or to the limits of Howe Sound and *vice versa*, is not compulsory, but if the services of a pilot are required he shall be paid the following rates :—

From Cape Flattery, $6 per foot.
From Callum Bay, $5 per foot.
From Beachy Head, $4 per foot.
From Race Rocks or Royal Roads, $3 per foot.

And for vessels under steam or in tow of a steamer the following rates shall be paid :—

From Cape Flattery, $3 per foot.
From Callum Bay, $2.50 per foot.
From Race Rocks or Royal Roads, vessels under steam, $1 per foot.
From Race Rocks or Royal Roads, vessels in tow of a steamer, $1.50 per foot

Number.		Amount. $ cts.	Total. $ cts.
	Inwards—		
12	British sailers	383 47	
10	Foreign sailers	243 74	
109	British steamers	7,514 38	
223	Foreign steamers	5,317 31	
			13,458 90
	Outwards—		
11	British sailers	412 17	
10	Foreign sailers	341 07	
106	British steamers	7,852 60	
221	Foreign steamers	5,081 12	
			13,686 96
			27,145 86

Remaining in port on December 31, 1909 :—

Aorangi	$ 71 82
Ben Lee	33 54
Drummuir	29 98
Georgia	37 27
Katanga;	35 10
Max	35 26
Monteagle	89 53
Ning Chow	98 36
Waddon	41 61
Wray Castle	39 91
	$512 38

	Amount. $ cts.	Total. $ cts.
Receipts—		
Balance in bank, January 1, 1909	993 44	
Pilotage earnings for year, 1909	27,145 86	
		28,139 30
Disbursements—		
Paid pilots January 5, 1909	993 44	
Paid pilots during year, 1909	17,481 16	
Office expense account, 1909	1,121 40	
Pilotage expense account, 1909	6,950 15	
Balance in bank	1,593 15	
		$28,139 30

Assets.		Amount. $ cts.	Total. $ cts.
Bank of Montreal		1,593 15	
Bank of Montreal, Savings Department	778 80		
Interest, 1909	23 50		
		802 30	
			2,395 45
Liabilities.			
Reserve fund	778 80		
Interest, 1909	23 50	802 30	
Pilotage earnings undisbursed		1,593 15	
			2,395 45

Approved,

RICHARD ALEXANDER,
Chairman.

C. GARDINER JOHNSON,
Secretary.

APPENDIX No. 40.

REPORT OF THE PILOTAGE AUTHORITY OF CARAQUET, N.B., FOR THE YEAR ENDING DECEMBER 31, 1909.

CARAQUET, N.B., January 11, 1910.

The Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to inclose statement of the pilotage dues received within the pilotage authority of Caraquet during the year 1909, also statement of my account as secretary with the pilotage commissioners for the same year.

Both are respectfully submitted to you.

I have the honour to be, sir,
Your obedient servant,

PHILIP RIVE,
Secretary to Pilot Commissioners.

ANNUAL STATEMENT OF PILOTAGE DUES IN THE PILOTAGE DISTRICT OF CARAQUET, 1909.

Vessel.	Nationality.	Rig.	Tonnage.	Date of arrival.	Date of sailing.	Name of pilot inwards.	Name of pilot outwards.	Amount of pilotage.
								$ cts.
Cunta	British	Barque	1,032	May 24	June 25	James Sentaire	James Sentaire	40 80
Wanga	Swedish	"	384	" 24	" 3	A. Wilson	A. Wilson	†36 00
"	"	"	384	June 3	*July 12	"	"	
Pittad	Norwegian	"	518	" 30	" 15	"	"	26 00
Taara	Russian	"	384	July 31	Aug. 29	James Sentaire	James Sentaire	26 00
Carriet Hirtle	British	Schooner	99	Oct. 24	Nov. 5	"	"	27 60
								156 80

* From Shippegan. † In Shippegan.

Dr.	$ c.	Cr.	$ c.
To boat license, Larose Gauvin	1 00	By stationery	1 00
" Alex. Wilson	1 00	salary	11 00
" Jos. H. Chiasson	1 00		
" Peter LeBoutillier	1 00		
" James Sentaire	4 00		
" Ed. LeBoutillier	4 00		
	$12 00		$12 00

Caraquet, January 11, 1910.

PHILIP RIVE,
Secretary to Pilot Commissioners.

APPENDIX No. 41.

REPORT OF THE PILOTAGE AUTHORITY OF LOUISBURG, N.S., FOR YEAR ENDED DECEMBER 31, 1909.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the pilotage authority of Louisburg, for the year ending December 31, 1909.

Ships employing a pilot.	Tonnage.	Amount paid.
		$ cts.
39 British steamships	76,143	1,450 85
56 Foreign "	88,680	1,564 00
26 British sailships	5,337	219 25
		3,234 10
Taking orders to ships		21 00
Docking ships		3 00
Acting coast pilot		20 00
		$3,278 10
To commission on stationery	131 12	
Other bills to maintain service	406 90	
	538 02	
Paid pilots each, $342.51	2,740 08	
		$3,278 10

Approved

WM. W. LEWIS,
Chairman

THOS. TOWNSEND,
Secretary to Pilot Board.

NUMBER of pilots licensed for the port of Louisburg.

No.	Name.	Age.	No.	Name.	Age.
1	Pope, Pierce	35	5	Townsend, William H	63
2	Wilcox, Thomas	46	6	Williams, William	39
3	Power, John	47	7	Tutty, Lewis	39
4	Tutty, John E	50	8	Kelly, John	47

Edward Kelly died February 13, 1909, and John Kelly appointed in his stead, received license March 1, 1909.

Number of boats kept ready for use, 8.

Rates of Pilotage for Port of Louisburg.	Inward.	Outward.
	$ cts.	$ cts.
On sail and steamship of 80 tons to 120	4 00	3 00
" " 120 " 200	6 00	4 00
" " 200 " 300	7 00	5 00
" " 300 " 400	8 00	6 00
" " 400 " 500	10 00	8 00
" " 500 " 700	11 00	9 00
" " 700 " 1,000	13 00	11 00
" " 1,000 " 1,500	15 00	12 00
" " 1,500 " 2,000	16 00	14 00
" " 2,000 " 2,500	18 00	16 00
" " 2,500 " 3,000	22 00	18 00

Over 3,000 tons one cent additional per ton inward and one cent per ton additional outward. Winter pilotage 20 per cent additional on above rates.

Winter pilotage after November 30 up to and including April 30.

APPENDIX No. 42.

REPORT OF THE PILOTAGE AUTHORITY OF PUGWASH, N.S., FOR THE YEAR ENDING DECEMBER 31, 1909.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to submit on behalf of the commissioners of pilots for ports of Pugwash and Port Phillip, as follows :—

No.	Names of Pilots.	Age.	No.	Names of Pilots.	Age.
1	Neil McKeiver	47	2	Clarance Reid	56
3	George Heather	67	4	Alfred F. Seaman	31
5	Russel Heather	28	6	George T. King	30

	Names of Ships.	Date.	Nationality.	Pilotage.	Tonnage.	Pilot in charge.
SS.	Harland	May	Canadian	$15 09	217	A. E. Seaman
	Symra	May	Norway	81 46	1,920	Neil McKeiver.
	Hardt	June	German	83 61	1,858	A. E. Seaman
	Leuetra	July	Canadian	82 75	1,950	A. E. Seaman.
	Kerman, Wedal.	July	Norway	87 30	1,940	Neil McKeiver.
	Jostad.	July	Norway	37 05	655	Russel Heather.
	Salasia	Aug	British	101 84	2,263	A. E. Seaman.
	Havso	Aug	Norway	54 67	1,215	Neil McKeiver.
	Fashoda	Sept	British	80 19	1,782	Russel Heather.
	Bermingham	Sept	British	117 54	2,612	A. E. Seaman.
	Lovestaken	Oct	Norway	95 04	2,002	Neil McKeiver.
Pilots have received from schooners, they have earned and been paid				35 00	950	A. Seaman. George S. King.
				$ 871 44	$ 19,371	

Many small schooners enter this port that do not employ a pilot.

Nationalities of SS.	Number.
German	2
Canadian	3
British	5
Norwegian	11

Total tonnage of SS. and schooners, 19,371 : total pilotage $871.44.

The above total pilotage includes all extra mooring and mooring of vessels by pilots in this port for the shipping season of 1909, and no accident has happened to any vessel in this port that has employed a pilot.

The above report is most respectfully submitted.

I am sir, your obedient servant,

ELIAS KING,
Secretary of Commissioners of Pilots.

PILOTAGE RATES.

						Inward.	Outward.
Vessels	80	tons and under	140	tons	.....	$6 00	$5 00
"	140	"	240	"	.....	8 00	7 00
"	230	"	300	"	.....	10 00	9 00
"	300	"	400	"	.....	14 00	12 00
"	400	"	500	"	.....	16 00	14 00
"	500	"	600	"	.....	17 00	15 00
"	600	"	700	"	.....	18 00	16 00
"	700	"	800	"	.....	19 00	17 00
"	800	"	900	"	.....	20 00	18 00
"	900	"	1,000	"	.....	21 00	19 00

And all vessels over 1,000 tons shall pay $2\frac{1}{2}$ cents per ton inward and 2 cents per ton outward additional on the register tonnage of ships that register over 1,000 tons.

All vessels under 80 tons accepting pilots shall pay 5 cents per ton outward.

Vessels over 1,000 tons register after entering the harbour and being safely moored by a pilot and employ a pilot to be moved and moored again to dock wharf or loading-berth shall pay to the pilot so employed the sum of $5, and vessels under 1,000 tons except schooners of 300 tons shall pay $3 to the pilot so employed.

All vessels in charge of a pilot detained outside the harbour for the purpose of discharging ballast shall pay $1.50 per day to the pilot for such detention.

The pilotage limits for the district of Pugwash, is bounded on the east by Cape Cliff, on the west or north west by Lewis Head, a distance of 12 miles.

All of which is most respectfully submitted,

I am, sir, your obedient servant,

ELIAS KING,
Secretary of Commissioners of Pilots.

APPEN

STATEMENTS of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

SEA GOING

Date of Casualty.	Names of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or wood. — Steam or Sailing.	Register Tonnage.
1908.		Yrs			
Nov. 4..	A. K. Maclean..... (116539)	3	Lunenburg, N.S..	Schr., wood, sail....	176
1909.					
Feb. 23..	A. W. Perry..... (106075)	11	Halifax, N.S.	Schr., steel, steam	987
1908.					
June 17..	Aberdeen ..... (100886)	14	St. John, N.B.....	Wood, steam.	137
1909.					
Mch. 14..	Ada Mildred. .... (107961)	8	Lunenburg, N.S.....	Schr., wood, sail.....	99
1908.					
Oct. 26..	Advance..... ..... (112060)	6	Windsor, N.S.....	Schr., wood, sail.....	295
Dec. 23..	Advance.. ... . (112060)	6	Windsor, N.S.....	Schr., wood, sail.....	295
Oct. 2..	Advent ..... (112321)	6	Windsor, N.S....	Schr., wood, sail.....	256
Aug. 8..	Albatross .... (116929)	....	Vancouver, B.C.....	Steel, steam...	26
Sept. 20..	Albert D. Mills.. ..... (112000)	5	Annapolis Royal, N.S.	Schr., wood, sail..... .	326
1909.					
April 29..	Albert D. Mills. .. .... (112000)	5	Annapolis Royal, N.S.....	Schr., wood, sail...	326
1908.					
Aug. 13..	Alice Maud ..... (96955)	18	St. John, N.B	Schr., wood, sail.....	120
Oct- 20..	Amelia. .... (104069)	12	Magdalen Islands, Que.....	Steam, iron.....	103
1909.					
May 9..	Amelia. ... . (104069)	15	Magdalen Islands, Que...	Schr., iron, steam.	103
June 29..	Amethyst ... . (79042)	30	Halifax, N.S.	Schr., iron, steam.....	872
1908.					
Sept. 19..	Amur..... (98073)	18	Victoria, B.C.....	Schr., steel, steam	570
Sept. 19..	Amur ..... (98073)	18	Victoria, B.C.....	Schr., steel, steam	570
Nov. 16..	Annie.. .... (122027)	1	Liverpool, N.S.....	Schr., wood, sail..	193
Nov. 20..	Annie Blanche... . .... (103027)	14	Parrsboro, N.S...	Schr., wood, sail.....	68
Aug. 1..	Annie D..... . (80627)	27	Shelburne, N.S.	Schr., wood, sail.....	71
1909.					
June 5..	Annie Helen..... (103275)	15	Chatham, N.B.	Schr., wood, sail.....	12

SESSIONAL PAPER No. 23

DIX 43.

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1908–9.

WRECKS.

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost and saved.	Remarks.
Belize, B.H., New York, U.S.A.	Long Island Sound, U.S.A	Lost Fore Sail. Master, W. F. Remby.	...	Part 30.
Halifax, N.S., Havana, Cuba, Keywest, U.S.A.	Lat. 24° 42′ N., Long. 81° 68′ W. Atlantic Ocean.	Stranding. Master, E. W. Hickey.	....	No. damage.
Coles Island Wharf, N.B. ..	At wharf, Coles Island, N.B.	Burnt. Master, Geo. H. Perry.	...	Total 10,150.
St. Martin, Lunenburg, N.S.	Lat. 19° 40′ N., Long. 63° 46′ W. Caribbean Sea.	Leaking. Put into St. Thomas for repairs. Master, A. Lohnes.	....	Part.
New Richmond, Philadelphia	Lat. 42° 25′ N., Long. 68° 30′ W. Atlantic.	Lost deckload of lath, Master.	....	
Fernandina, U.S.A., Halifax, N.S.	Lat. 33° 40′ N., Long. 76° 50′ W. N. Atlantic.	Damaged by leaking and loss of Sails. Master, Burgess.	....	Part.
Campbellton, N.B., Vineyard Haven, U.S.A.	Off Georges Bank, Nfld....	Lost portion of deckload. Forwad House and galley and Forcastle stove in.	....	
Vancouver, B.C., Vancouver, B.C.	At mouth of False Creek, English Bay, Gulf Georgia.	Stranded. Master, H. H. Hind.	....	Part 1,000.
Campbellton, N.B., Vineyard Haven.	On Pollock, Rip shoal.....	Stranded. Master, F. W. Pickels.	....	
Moss Point, Miss, U.S.A., Havana, Cuba.	Lat. 25° 40′ N., Long. 88° 20′ W. Gulf Mexico.	Lost Spars and Sails in heavy squall. Master F. F. Knowlton.	....	Part 4,000.
Bridgeport, Conn., St. John, N.B.	Southern Wolf Isld., N.B., Canada.	Drove on rock. Master Clarence Ewood.	....	Total 2,400.
Pictou, N.S., Pointe Basse..	Grindstone Rief., Magdalen Isld., Gulf St. Lawrence.	Stranded. Master, Ewalls.	....	Part 800.
Shelburne, N.S., Lockeport, N.S., Halifax, N.S.	Chain Ledges entrance to Lockeport Harbour, N.S.	Stranded. Master, M. B. Wrayton.	....	Part 6,000.
Bonaventure, Que., Quebec, Que.	Near Green Island Light, Gulf St. Lawrence.	Stranded. Master, Allen Fulton.	....	Part 4,000.
Victoria, B.C., Lockeport, B.C.	Trivet Pt., McKay's Reach, B.C., Pacific.	Collision with *Vadso*. Mast., L. Locke.	....	Trifling.
Victoria, B.C., Lockeport, B.C.	Lat. 52° 43′ N., Long. 131° 57′ W., Darwin Sound.	Stranded. Master. L. Locke	...	No. loss.
Ruston, Bar., Bonaces, Bar..	15 miles from Bonacca and 12 miles from Ruston, Honduras Bay.	Capsized by whirlwind. Master, C. M. Decker.	..	Total 9,000.
Parrsbero, N.S., St. Stephen, N.B.	Off Goose Creek, Cumberland Bay, N.B.	Lost anchor and chain and leaking. Master, Roy Smith.	....	Part 800.
Summerside, P.E.I., Pt. Hastings, N.S.	Between Pt. Hawkesbury and Port. Hastings, Strait of Canso.	Stranded. Master A. Olsen	.	Part 400.
Chatham, N.B. Tobusentas, N.B.	Miramichi River. N.B....	Stranded. Master, J. Williston.	....	Total 400.

STATEMENT of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sailing.	Register Tonnage.
1909.		Yrs			
April 24..	Aorangi (76,068)	26	London, G.B.....	Schr., iron, steam.....	2,782
1908.					
July 8..	Arcola..... (108,250)	11	St. John, N.B.....	Steel, steam	1,651
Oct. 8..	Arizona .. .. (83,307)	25	Liverpool, N.S.....	Schr., wood, sail..	99
1909.					
Mar. 31..	Arkansas..... (116,497)	6	Lunenburg, N.S....	Schr., wood, sail.....	98
April 7..	Arranmore..... (98,579)	14	Glasgow, G.B.....	Schr., iron, steam.....	500
" 27..	Arthur Binney.....	17	Boston, Mass.....	Schr., wood, sail...	80
1908.					
Oct. 5..	Ashanti ..... (106,847)		Liverpool, G.B.....	Schr., steel, steam	2,186
1907.					
Aug. 1..	Augusta		Norwegian.....	Bark, wood, sail...	... .
1908.					
Nov. 26..	Aurora		Norwegian	Bark, iron, sail.....	.....
Oct. 10..	B. B. Hardwick.... ... (100,018)	11	Annapolis Royal, N.S.....	Schr., wood, sail.....	123
1909.					
Mar. 25.	Beatrice..... (95,326)	20	Pictou, N.S.....	Schr., steel, steam . ..	353
1908.					
July 8..	Belmont..... (98,630)	17	Yarmouth, N.S.....	Bark, steel, sail.....	1,415
Dec. 3..	Bermuda ..... (111,532)	8	Vancouver, B.C.....	Wood, steam..	49
1909.					
May —..	Blanche M. Rose... ... (111,153)	9	St. Johns, Nfd	Schr., wood, sail..... ..	49
1908.					
Dec. 7..	Bobs..... (92,747)	15	Parrsboro, N.S.....	Sch., wood, sail.....	97
1909.					
May 4..	Bernu..... .... (111,196)	10	Liverpool, G.B.	Schr., steel, steam	2,074
" 21..	Borrioboola Gha..... (113,945)	10	Chatham, N.B....	Wood, steam	60
1908.					
Oct. 2..	Boston ..... (98,585)	18	Yarmouth, N.S	Schr., steel, steam	733
Dec. 12 .	Boston ..... (98,585)	18	Yarmouth, N.S.....	Schr., steel, steam-.....	733

and foreign sea going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

Port sailed from. — Port bound to.	Place where casualty happened.	Nature and cause of casualty.	Lives lost and saved.	Remarks.	
					$
Sydney, N.S.W., Vancouver, B.C., Sydney. N.SW.	Outside Cape Hattery, N. Pacific.	Fracture of main steam pipe. Master, J. D. L. Phillips.	....		
Preston, G.B., Chatham, N.B.	Hay Cove, St. Paul's Island, N.S.	Stranded. Master, A.Shaw.	....	Total.	
Pawtucket, R.I., U.S.A., Nova Scotia.	Vineyard Haven, Mass., U.S.A.	Collision. Master, Bendrot.	....	Part.	
Lamaline, Oporto.....	Lat. 43 N. Long. 40 W. Atlantic.	Caught in squall and had to jettison part cargo.	....	Part (c),	246
Quebec, Que., Esquimalt, B.C	Sea Cove Island, bearing S. 60° E., G. St.Lawrence	Struck reef.....	...	Part,	500
Boston, Mass., Canso, N.S., Fishing.	Forchu, C.B.....	Stranded. Master, M. Whalen.	...	Total,	8,000
Barbados, Montreal, Que....	Madame Island Reef. St. Lawrence River.	Stranded.....	....	Part,	60,000
....	Barachois de Malbaie, Gaspé.	Foundered. Master, Anderson.	....	Total.	
Annapolis Royal, Buenos Ayres.	N.W. side of Briar Island, Bay of Fundy.	Stranded. Master, O. Ollamin.	....	Total.	
Clementport, N.S , Boston, U.S.A.	Mouth of Bay of Fundy, N.S.	Lost foresail, Master, John Berry.	....	Part.	
St. John, N.B., New York, U.S.A	40 miles N.E. of Cape Cod, U.S.A.	Damaged in gale. Master, E. W. Hickey.	....	Part (s) (c)	125 625
In the port of Boston, Mass .	At dock, Boston, Mass....	Burnt. Master, F. A. Ladd.	....	Part,	14,000
Vancouver. B.C., Vancouver, B.C.	In Narrows at Burrard Inlet, Gulf Georgia.	Collision with SS. *Charmer.* Master, R. Clarké.	....	Part.	
Harbour Breton, Fishing....	Cranberry Head, Sydney Harbour, N.S.	Stranded. Master, Ballen..	....	Part,	460
Maitland, N.S., Boston, Mass, U.S.A.	Bass Harbour, Me., U.S.A.	Dragged anchor in gale. Master, A. S. Falkner.	....	Part,	1,500
Progress, Mexico, Halifax, N.S.	Atlantic ocean.....	Low pressure eccentric straps and sheave damaged in bad weather.	....	Part,	1,000
Pictou, N.S., Summerside, P.E.I., Dalhousie, N.B.	Shippigan Harbour, Gulf St. Lawrence.	Stranded. Master, Bernard Erickson.	....	Part,	12,500
Yarmouth, N.S., Boston, U.S.A.	Yarmouth, N.S.....	Sea flooded charthouse and storeroom. Master Abram Simms.	....	Part.	
Yarmouth, N.S., Boston, U.S.A.	Yarmouth, N.S.....	Bearing of eccentric lost, Master, A. Simms.	....		

STATEMENT of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of Ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1909.		Yrs			
Feb. 6..	Boston.. .... (985,85.)	18	Yarmouth, N.S.....	Schr., wood, steam.....	734
1908.					
April 15..	Burgermeister Peterson.	19	Hamburg	Schr., steel, steam.....	1780
Aug. 4..	C. B Widden..... ... (111,698.)	7	Liverpool, N.S.	Bktn., wood, sail	349
Dec. 2..	Calabria..... .... (80,373.)	29	Windsor, N.S.....	Barge, wood, sail.....	451
Aug. 12..	Cacouna..... ..... (87,993.)	24	Montreal, Que.....	Schr., Iron, steam.....	933
Nov. 20..	Calburga.. ... . (90,478.)	18	Maitland, N.S..... . . .	Bark, wood, sail	1350
1909.					
Jan. 20..	Calburga..... ..... (90,478.)	19	Maitland, N.S.....	Bark, wood, sail	1350
1908.					
Nov. 10..	Caluna..... .... . (94,797.)	15	Richibucto, N.B.	Wood steam.....	15
1909.					
April 6..	Calven Austin.	6	Bath, Me. U.S.A.	Schr., steel, steam.....	2854
June 17..	Campana..... .... (51,646.)	36	Quebec, Que.....	None, Iron, steam.....	1154
1908.					
Dec. 2..	Carib II..... (107,989.)	7	Shelburn, N.S.....	Schr., wood, sail.....	195
Dec. 2..	Carrie L. Smith..... (96,744.)	20	St. John, N.B...	Bark, wood, sail	600
April 9..	Carrie May..... (103,051.)	15	Yarmouth, N.S.....	Schr., wood, sail.....	25
Mr'h 31..	Cascade . ..... (112,243.)	6	Victoria, B.C.....	Schr., Wood, steam.....	81
Nov. 2..	Catherine..... (112,233.)	5	St. John, N.B.....	Schr., wood, sail	196
1909.					
Jan. 8..	Cecil H. Low.....	26	Gloucester, Mass. U.S.A.....	Schr., wood, sail.....	75
1908.					
Dec. 3..	Charmer..... (100,793.)	22	Victoria, B.C.....	Schr., iron, steam.....	496
July 14..	Cheronea..... (106,859.).....	10	St. John, N.B	Schr., steel, steam.....	2060
1909.					
April 28..	City of Ghent..... (63,145.)	38	Halifax, N.S.....	Schr., iron, steam.	119
April 4..	Clarisse .... (107,606)	9	Barrington, N.S.	Schr., wood, sail.....	55
1908.					
May 7..	Clayola .... (97,172)	18	Windsor, N.S..... ...	Schr., wood, sail.....	123

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of casualty.	Lives lost and saved.	Remarks.	$
Yarmouth, N.S., Boston, Mass., U.S.A.	.....	Damaged by heavy weather.	....	Tryling.	
Shields, Philadelphia.....	42° 2′ N.lat., 63° 58′ W. long. Atlantic Ocean.	Lost propellor blades. Master, P. Hockfedd.	....	Part.	
Mobile, U.S.A., St. John, N.B.	Lat. 42° 14′ N., long. 69° 20′ W., Atlantic.	Leaking and lost some sails. Master, A. J. Morrison.	....	Part.	800
New York, U.S.A. Windsor, N.S.	Near Margaretsville, N.S., Bay of Fundy.	Broke away from tow and drifted on shore. Master F. Carming.	...	Total.	5,000
Montreal, Que., St. John's Nfld.	45 mls. S. W. of St. Pierre, N. Atlantic.	Collision. Master, L. Holmes.	....	No damage.	
Boston, U.S.A., Buenos Ayres.	Boston, Mass. U.S.A.....	Leaking. Master, Joe Lewis	....	.....	
Boston, U.S.A., Buenos Ayres.	Banco Chico, River Plate, Argentine.	Collision with SS. Mab. Master, Lewis.	....	Trifling.	
Point Duchene, St. John, N.B.	Seal Rock, Pictou, Co., NS.	Stranded. Master, Whipley.	....	Total,	3,500
Boston, Mass. U.S.A., St. John, N.B	Wolves bearing S. 1½ mile Bay of Fundy, Can.	Broke propellor shaft. Master W. H. Allan.	....	Part,	5,000
Montreal, Que., Quebec, Que., Gaspé, Que.	St. Valier, River St. Lawtence.	Stranded. Master Lachance.	....	Total,	(s) 50,000 (c) 15,000
New York, Perto Cortez, New York.	Gulf Stream, U.SA.....	Lost jib boom by diving in head sea.	...	Part,	100
Bear River, N.S., Buenos Aires, Barbados.	St. Isabell about 20 mls. S. of San Franc. Light, Brazil.	Stranded. Master, J. A. Reid.	....	Total,	2,500
Shag Harbour, Shag Harbour	Mud Island, Yarmouth N.S.	Stranded. Master, J. Kendeick.	..	Total,	500
Victoria, B.C., Ladysmith, B.C.	Ladysmith Coal Wharf, B.C.	In collision with wharf. Master, H. F. Brown.	....	Part,	800
Ponce-Ports Rico, Honduras, N.Y., U.S.A.	Between Honduras, and Charlestown.	Lost sails and short provisions.	...	. .....	
Gloucester, Mass. Shelburne, N.S.	42° 55′ N. Lat., 64° W. long. Atlantic.	Leaking (stress of weather).	....	Part,	175
Victoria, B.C., Vancouver, B.C., Victoria, B.C.	Near Brocton, Pt., Vancouver Narrows, B.C.	Collision, with tug "Bermuda." Master R. A. Hunter.	...	Serious.	
New York, U.S.A., LaPlata.	New York Harbour, U.S.A.	Run into by car float. Master, L. Cook.	....	.....	...
Halifax, N.S., Port Hawkesbury, Arichat, N.S.	Straits of Canso, N.S.	Hole punched in bow by ice. Master, John Hall.	...	Part,	105
Halifax, N.S., Liverpool, N.S., Port La Tour, N.S.	Brazil Rocks, Port Mouton Island, N.S.	Struck rocks. Master, W. E. Nickerson.	....	Part.	
Halifax, N.S., New York, U.S.A.	40 miles E. by N. from Cape Cod, Atlantic.	Lost deckload of lath.....	....		

STATEMENTS of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

SEA GOING

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How rigged. — Iron or wood. — Steam or Sailing.	Register tonnage.
1909.		Yrs			
April 3.	Columbia (103,759)	11	St. John's, Nfld.	Schr., wood, sail	99
1908.					
April 4.	Coquitlam (100,205)	16	Vancouver, B.C	Sloop, steel, steam	166
1909.					
May 27.	Coquitlam (100,205)	17	Vancouver, B.C	Sloop, steel, steam	166
1908.					
July 7.	Cora May (94,758)	19	St. John, N.B.	Schr., wood, sail	117
Dec. 22.	Cora May (94,758)	19	St. John, N.B.	Schr., wood, sail	117
Aug. 17.	Corinto (103,024)	13	Parrsboro, N.S.	Schr., wood, sail	98
Nov. 15.	Conrad S. (125,964)	1	Parrsboro, N.S	Schr., wood, sail	299
May 26.	Crofton McLeod (111,708)	7	Lunenburg, N.S	Schr., wood, sail	85
Nov. 6.	Crescent. (100,345)	6	Maitland, N.S	Schr., wood, sail	99
Oct. 6.	Daisy Linden (107,112)	10	Digby, N.S.	Schr., wood, sail	97
1909.					
Mar. 30.	Daisy Linden (107,112)	11	Digby, N.S.	Schr., wood, sail	97
April 4.	Daisy Linden (107,112)	11	Digby, N.S.	Schr., wood, sail	97
1908.					
Nov. 21.	Della F. Tarr (103,118)	25	St. Andrews, N.B.	Schr., wood, sail	34
Nov. 13.	Dictator (97,089)	18	Charlottetown, P.E.I.	Schr., wood, sail	78
May 20.	Dido (80,988)	25	Guysboro, N.S.	F. & A., wood, sail	59
Oct. 15.	Ditton (97,883)	7	Liverpool, N.B.	Ship, steel, sail	2699
Aug. 21.	Dominion (85,736)	25	Lunenburg, N.B.	Schr., wood, sail	96
Nov. 24.	E. A. O'Brien (90,479)	17	Maitland, N.S.	Bque., wood, sail	1,037
Oct. 5.	Earl of Aberdeen (103,013)	14	Parrsboro, N.S.	Schr., wood, sail	416
Oct. 13.	Earl Grey (116,904)	2	Parrsboro, N.S.	Schr., wood, sail	379
May 4.	Edna M. Smith (112,238)	7	St. John, N.B.	Bark., wood, sail	736
1909.					
....	Edna V. Pickels (112,603)	4	Annapolis Royal, N.S.	Schr., wood, sail	338

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

WRECK.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of casualty.	Lives lost and saved.	Remarks.
				$
St. John's, Nfld., Louisburg, N.S., Placentia, Nfld.	St. Esprit Isld., C.B., Atlantic Ocean.	Stranded. Master, A. F. Nickerson.	....	Total.
Vancouver, B.C., Coastwise..	50° 41' 13" N. Lat., 126° 30' W. Lat., Sargents passage.	Stranded. Master, Alfred Deckson.	....	Serious.
Vancouver, B.C., Massett, B.C.	Off Cape Roger Curtis, Gulf of Georgie, B.C.	Damaged by fire..	....	Part 1,000.
St. John, N.B., New Bedford, Mass.	Off Cape Cod.	Lost foretop mast and gear.	....	
New York, U.S.A., St. John, N.B.	Vineyard Haven, Mass., U.S.A.	Lost anchor and bob chain.	. .	
Parrsboro, N.S., Machias Seal Isl. Light.	Machias Seal Isl., Bay Fundy.	Stranded. Master, J. J. Taylor.	....	Total 3,000.
Halls Harbour, N.S., Havana, Cuba.	Brier Isld., Digby Co., N.S.	Lost some sails. Master, G. L. Berry.	....	Part 800.
Mahone Bay, N.S., Canso, N.S.	Canso Harbour, N.S.....	Stranded on reef. Master, A. Westhaver.	....	Part 3,000.
Economy, N.S., Vineyard Haven.	Spencers Island, N.S., Parrsboro, N.S.	Collision with *Maple Leaf.* Master, J. N. Hantly.	....	Part 100.
Weymouth, N.S., Boston, Mass., U.S.A.	On passage from Waymouth to Boston.	Broke main boon and lost foresail, Master A. Morrell.	....	
Barbados, St. Stevens, N.B..	Lat. 33° N., Long. 63° W., North Atlantic.	Leaking caused by heavy weather. Master, A. Morrell.	....	Part.
Barbados, St. Stevens, N.B..	Murray's Anchorage, Bermuda.	Stranded. Master, A. Morrell.	....	Total 3,000. C Part 2,938.
Spry Bay, N.S., Halifax, N.S.	Meagher's Beach, Halifax Harbour, N.S.	Stranded. Master, Chas. Abriel.	. .	Part 1,700.
Murray River, P.E.I., St. Pierre, Miq.	30 miles East of Louisburg, C.B.	Lost main boom and bulwarks damaged. Master, W. H. Bonnell.	....	Part 300.
Halifax, N.S., Musquodoboit	Sheet Harbour, N.S., N. Atlantic.	Foundered. Master, L. McQuinn.	....	Total 700.
Hamburg, Cape Horn.....	Cape Horn, South Atlantic	Lost Boat and some of bulwarks. Master, J. H. Handers.	....	Part 5,000.
Halifax, N.S., Louisburg, N.S.	Ship Harbour, N.S.....	Burnt. Master, A. Mitchell	....	Total 1,500.
Bridgewater, N.S., Babia Blanes.	North Atlantic.	Strained by stress of weather in mid ocean. Master, J.A.Slawenwhite	....	Serious.
Turks Island, B.W.I., Providence, U.S.A.	31° 35' N. Lat. 72° 18' W. Long., Gulf Stream.	Damaged by hurricane, lost rudder. Master, W. J. Publicover.	....	Part, 3,600
St. John, N.B., Eatonville, N.S.	Entrance to Eatonville, Harbour Parrsboro, N.S.	Stranded. Master, J. T. Salter.	....	Part, 1,500
Bear River, N.S., Buenos Aires.	Lat. 40° 42 N. Long, 58°14 W., Atlantic.	Lost some deckload.	..	Part.
Trinidad, Norfolk, Va Mazamilla.	Unknown.....	Lost sails.....	....	

STATEMENT of wrecks and casualties reported as having occurred to British, Canadian in others waters, for the twelve

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1908.		Yrs			
Aug. —..	Edwin A. Grozier. (97,080)	46	Charlottetown, P.E.I.	Schr., wood, sail.	57
1909.					
May 23..	Electric Light	27	Boston, Mass	Aux. schr., wood, gas. and sail.	17
" 23..	Ella M. Doughty	25	Portland, Me., U.S.A.	Schr., wood, sail.	51
" 6..	Ellen	1	Christiana, Norway	Schs., steel, steam	2,474
Mar. 17..	Emulator (107,125)	10	Lunenburg, N.S.	Schr., wood, sail.	99
1908.					
May 20..	Erema H (112,103)	6	Halifax, N.S.	Schr., wood, sail.	71
Oct. 30..	Eric (96,941)	18	St. John, N.B.	Schr., wood, sail.	119
May —..	Ethel Blanche (83,196)	16	Pictou, N.S	Schr., wood, sail.	17
Aug. 14..	Ethel Clarke (94,705)	17	Digby, N.S	Bktn., wood, sail.	397
1909.					
Feb. 13	Ethyl B. Sumner. (100,436)	8	Moncton. N.B.	Schr., wood, sail.	353
1908.					
Aug. 26..	Evadne (100,705)	7	Pictou, N.S.	Schr., wood, sail.	341
Oct. 24..	Evelyn (103,794)	8	Charlottetown, P.E.I.	Schr., wood, sail.	167
July 22..	Falls of Dee (85,935)	26	Liverpool, G.B.	Ship, iron, sail	1,845
Nov. 2..	Fearless (100,466)	14	Quebec, Que	None, wood, steam.	7
Dec. 12..	Fleetly (126,109.)	½	Lunenburg, N.S.	3 m. sch.. wood, sail.	174
1909.					
Feb. 7..	Fleetly. (126,109.)	½	Lunenburg, N.S	Schr., wood, sail	174
1908.					
Oct. 10..	Florence R. Hewson. (100,522.)	15	Annapolis Royal, N.S.	Schr., wood, sail	289
Dec. 21..	Frances (111,891.)	5	Weymouth, N.S	Schr., wood, sail	359
Dec. 5..	Frances Rene		French	Schr., wood, sail	144
Nov. 4..	Fritzoe	2	Norwegian	Schr., steel steam.	2,537
Nov. 8..	Fukin Maru	18	Kobe, Japan	Schr., steel steam	3,087
1909.					
June	Gay Gordon (The) (122,286.)	1½	Shelburne, N.S.	Schr., wood, sail	119
1908.					
Dec. 19..	Gazelle (75,860.)	30	Weymouth, N.S.	Schr., wood, sail	97

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

Port sailed from. — Port bound to.	Place where casualty happened.	Nature and cause of Casualty.	Lives lost and saved.	Remarks.	
Charlottetown, P.E.I., Canso, N.S.	N. Harbour, Port Hawkesbury, N.S., Straits Canso.	Stranded.....	....	Part.	
Waldboro, Me., Cape Sable Island, Lockeport, N.S.	Lockeport Harbour, N.S ..	Stranded during storm. Master, A. Maloney.	...	Part,	200
Portland, Me., U.S.A., Sandy Point, N.S., Fishing.	Mosers Harbour, N.S., Atlantic ocean.	Stranded	...	Part (s), (c),	600 300
N. Shields, G.B., Sydney, N.S.	Lat. 47½° N. Long. 50° W., off Nfd.	Lost one blade of propellor in ice. Master, O. Jacobsen.	...	Part,	1,000
St. John, Leipoes, Figuera ..	40° Long. 45° Lat., Atlantic.	Damaged in rough weather and jettisoned part of cargo.	..	Part (c),	100
Grand Bank, Nfd., Halifax, N.S.	6 miles off Wedge Island, Atlantic ocean.	Collision with SS. *Minia*. Master, Jno. Evans.	...	Part,	1,200
South Ambrose, N.B., St. Andrews, N.B.	Half way between Chatham and Nausett, Mass.. U.S.	Abandoned at sea. Master, Wm. Henderson.	....	Total,	3,700
Fishing grounds, Pt. Hawkesbury, N.S.	At wharf, Port Hawkesbury.	Stranded.....	....	Total.	
Bear River, N.S., Bear River, N.S.	37½° N. Lat. 75° W. Long..	Lost some spars in gale. Master, A. J. Emeran.	...	Slight.	
Sackville, N.B., New York, N.S.A., San Domingo via Arllmington, D.C.	Cape Lookout Shoal, N. Carolina, N. Atlantic.	Stranded. Master, G. Beatte.	....	Part.	
North Sydney, N.S., Halifax, N.S.	Flint Island, Lat. 46° 12′ N. Long. 59° 19′ W.	Stranded.....	...	Part,	3,500
St. Johns, Nfd., Twillingate, Nfd.	37° N. Lat. 38° W. Long., Atlantic ocean.	Shipped sea which smashed rails, boat and water tank.	....		
Cardiff, Victoria, B.C., Sydney, N.S.W.	Lat. 47° 18′ N. Long. 124° 24′ W., U.S.A.	Loss of sails and gear. Master, Wm. Sinclair.	....	Part,	1,150
Quebec, Que., Pabos Mills, Que., Port Daniel, Que.	Port Daniel, Baie Chaleur, Que.	Burnt.....	....	Total,	2,500
Bridgewater, N.S., Barbados, B.W.I.	In the Careenage, Barbados.	Collision. Master, W. S. Creason.	....	None.	
Lunenburg, N.S., New York. U.S.A.	Point Judith, R. I., just inside the Breakwater, U.SA.	Stranded. Master, Stannage Creaser.	....	None.	
Annapolis Royal, Gulf Port, Miss.	Lat. 29° 50′ N. Long. 87° 35′ W. Gulf Mexico.	Leaking. Master, E. C. Wintzel.	....	.....	
Weymouth, N.S., Turks Island, Boston, Mass., U.S.A.	50 mls. E. of Cape Hatteras.	Lost and split sails &c. Master, B. Bonenfant.	....	.....	
St. Pierre, Mic., Que., St. Pierre, Mic., Que.	Near Rock Island N. W. of Mad Moll, N. S.	Grounded	....	Part.	
Sydney, C.B., Montreal, Que.	Montreal Harbour, Que....	Grounded at discharging berth. Master, E. Quala.	....	Part,	7,000
Kobe, Japan, seattle, U.S.A.	Burrard Inlet, Gulf Georgie B.C.	Collision with. Princess Royal. Master, Nakagawa.	....	Part,	25,000
Belleoram Nfld., Oporto, Portugal.	35 mls. W.N.W. from Oporto. N. Atlantic.	Collision. Master, Jas. Marshall	..	Slight.	
Boston, U.S.A., Plymton, N.S.	Lying in port of Boston, U.S.A.	Collision with U.S.A. schr., "Georgetta Lawrence" Agent, Juessel.	....	.....	

STATEMENT of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of Ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1908.		Yrs			
July 4..	George L. Slipp..... (107,066.)	10	St. John, N.B.....	Schr., wood, sail.....	98
Oct. 18..	George L. Slipp..... (107,066.)	10	St. John, N.B.....	Schr., wood, sail.	98
May 11..	Georgia ..... (94,566.)	20	London, G.B	Schr., steel, steam	1,777
1909.					
Mar. 24..	Georgia ..... (94,566.)	20	London, G.B.....	Schr., steel, steam.. ...	1,777
Jan. 12..	Gertrude.....	....	Boston, Mass., U.S.A.....	Schr., wood, sail.....	56
Feb. 19..	Glenafton .... (100,003.)	19	Annapolis Royal, N.S.....	Sch., wood, sail.....	344
1908.					
Dec. 6..	Glenforg..... ..... (104,522.)	14	Glasgow, G.B.....	Schr., steel, steam.....	2,350
Aug. 19..	Golden Rule..... . (112,132.)	5	Shelburne, N.S.....	Schr., wood, sail	148
July 5..	Greenwich..... (110,058.)	10	London, G.B..	Schr., steel. steam.	1,863
Aug. 26..	Grenada..... (94,725.)	20	Windsor, N.S.....	Schr., wood, sail... ...	635
May 9..	Gustaf Adolph	20	Gothenburg, Sweden.....	Schr., steel, steam.....	1,486
Sept. —..	Gustaf Adolph	20	Gothenburg, Sweeden.....	Schr., steel, steam.....	1,486
Nov. 26..	Gypsum Empress..... (100,731)	16	Windsor, N.S.....	Schr., wood, sail.. . ..	723
Sept. 15..	H. H. Kitchener..... (111,418)	8	Lunenburg, N.S.....	Schr., wood, sail.. . ..	100
Oct. 27..	H. J. Logan .... (111,678)	6	Parrsboro, N.S.....	Schr., wood, sail..	772
.....	Hamburg..... ..... (92,482)	22	Windsor, N.S	Barge, wood, sail.....	1,442
May 30..	Hampstead..... (100,885)	15	St. John, N.B...	Wood, steam.....	159
Dec. 25..	Harry..... ..... (97,038)	18	Yarmouth, N.S.....	Brig., wood, sail.....	144
1909.					
June 18..	Hartney W..... (116,322)	6	Parrsboro, N.S....	Schr., wood, sail.....	271
1908.					
May 26..	Harold B. Cousins.....	25	Portland, Me., U.S.A.....	Schr., wood, sail.....	360
1909.					
June 14..	Hattie H. Graham	14	Gloucester, Mass., U.S.A.	Schr., wood, sail.....	105
1908.					
Aug. 28..	Hazel Glen..... (85,554)	24	Annapolis Royal, N.S.....	Schr., wood, sail..	89
1909.					
Jan. 30..	Hazel Glen..... (85,554)	24	Annapolis Royal, N.S.....	Schr-, wood, sail.....	89
1908.					
July 12..	Henriette..... (112,254)	....	Vancouver, B.C...	Iron, steam.....	517

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of casualty.	Live lost and saved.	Remarks.	$
Windsor, N.S., Salem, Mass., U.S.A.	Lat. 43° 32′ N, Long 69° 16′ W. N. Atlantic.	Damaged in storm. Master, A. Ogilvie.	....	Part.	
Hantsport, N.S., Boston, U.S.A.	Gullivars Cove, N.S.....	Stranded. Master, Arthur Ogilvie.	....	Total,	4,500
Vancouver, B.C., Mazatlam..	Lat. 40° N., Long. 126 W. Pacific Ocean.	Heavy weather. Master, W. Forbes.	....	Part,	15,000
Victoria, B.C., Salina Cruz, Victoria, B.C.	Lat. 47° 10′ N. Long. 125° 50′ W. N. Picific.	Shifted cargo.	....	None.	
Boston, Mass., Fishing Banks.	West side Shelburne Harbour, Shelburne, N.S.	Stranded in mud. Master, Chas. Brown.	....	None.	
Mobile, Ala., U.S.A., Cienfuegoo, Cuba.	Lat., 28° 30′ N. Long. 87° 56′ W. Gulf Mexico.	Struck by lightning. Master, R. Eden.	....	Part,	500
Vancouver, B.C., Yokohama.	South side of First Narrows, Burrard Inlet.	Stranded. Master, H.W.L. Holman.	....	Serious.	
Portland, N.S., Yarmouth, N.S.	Barrington, N.S. Barrington Bay.	Struck rock. Master, E. B. Nickerson.	....	Total,	6,800
Ladysmith, B.C., Nome, Alaska.	Lat. 63° 30′ N. Long 166° 45′ Behring Sea.	Damaged in ice. Master, Hern.	....	Part.	
Campbellton, Pt. Hawkesbury, Vineyard Haven.	Lat 41° 30′ N. Long. 67° W.	Foundered. Master, Wm. F. Watt.	....	Total,	15,000
Liverpool, G.B., Sydney, C.B.	On passage through ice, Atlantic ocean.	Collision with ice. Master, J. Jacobson.	....	Part.	
Quebec, Que.....	West end of Goose Island, River St. Lawrence.	Stranded. Agent	..	Part.	
Bridgewater, N.S., New York, U.S.A.	East Chop, U.S.A.....	Ran ashore, floated, uninjured. N.Y. *Herald.*	...		
Porto Rico, Lunenburg, N.S.	Lat. 39° N. Long. 70° W., Atlantic.	Lost spars and sails in gale. Master, J. W. Haughan.	....	Part,	850
Moblie, Ala., Sorel, Que....	N. of Hatteras, American coast, Atlantic.	Encountered heavy weather, Mast., D.S. Howard	....	Part,	200
Windsor, N.S., New York, U.S.A.	Cow Ledge, Long Island Sound N.Y., U.S.A.	Stranded. Master, E. N. Card.	....	Part,	1,000
At Gagetown wharf.....	St. John River, N.B.....	Made leak and sank	...	Part,	1,200
Bay Roberts, Gio (for orders).	43° 01′ N. Lat. 39° 30′ W. Long., N. Atlantic.	Damaged and jettisoned part of cargo (codfish), stress of weather. Master, S. Linck.	....	Part (s) (c)	100 500
New York, U.S.A., Yarmouth, N.S.	Cuttyhunk, Mass., U.S.A., N. Atlantic.	Stranded. Master, W. E. Masson.	...	Part (s) (c)	5,700 1,350
St. John, N.B., Vineyard Haven.	Seaconnell Light, Rhode Island, U.S.A.	Collision with steamer *Conrad S.* Master, A. E. Williams.	...	Part,	1,240
Gloucester, Mass., Liverpool, N.S., Fishing.	Loraine, C.B.....	Stranded in fog. Master, W. Foley.	...	Total,	5,000
Bridgewater, N.S., New York, U.S.A.	Nantucket Shoals, U.S.A..	Tore mainsail. Master, D. Anderson.	....	Part,	6
Jordan River, N.S., Bridgewater, N.S.	25 miles, W.N.W. of Seal Island, Bay of Fundy.	Storm carried away bulwarks, sails and main boom. Master, D. Anderson.	...	Part.	
Vancouver, B.C., Prince Rupert, B.C.	Between Protection and Newcastle Island, Gulf Georgia, B.C.	Struck a rock. Master, W. L. Butler.	...	Trifling.	

STATEMENT of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register Tonnage.
1908.		Yrs			
April 21..	Hy. D. Davis..... (122,026)	1	Liverpool, N.S.....	Schr., wood, steam.....	29
1909.					
May —..	Henry Nickerson..... (94,856)	38	Parrsboro, N.S	Schr., wood, sail.....	70
1908.					
Oct. 7..	Hibernia..... (100,347)	6	Maitland, N.S.....	Schr., wood, sail.....	298
1907.					
Nov. 2..	Hjorlief.....		Norwegian.....	Schr., wood, sail.....	100
Dec. 5..	Hope .... (88,368)	28	Victoria, B.C.....	Schr., wood, steam.....	48
1909.					
Jan. 6..	Hornet..... (112,061)	5	Windsor, N.S	Schr., wood, sail.....	26
1908.					
Nov. 22..	Hugh G..... (116,903)	3	Parrsboro, N.S.	Schr., wood, sail.....	430
Sept. 29..	Humbolt..... ..... (96,354)	12	Eureka, Cal., U.S.A	Wood, steam.....	688
Oct. 26..	Ich Dien..... (107,658)	9	Lunenburg, N.S.....	Bktn., wood, sail.....	197
Nov. 6..	Ida May..... ..... (111,508)	8	St. John, N.B.....	Schr., wood, sail.....	120
Nov. 21..	Inverness .... (107,323)	.. .	Halifax, N.S.....	Nil, wood, steam.....	46
April 15..	Iona..... (107,956)	8	Lunenburg, N.S.....	Schr., wood, sail.....	98
Oct. 15..	Iroquois .... (107,822)	8	Victoria, B.C.....	Sloop, wood, steam.....	94
1909.					
May 22..	J. & L. Irving..... (94,856)	34	Yarmouth, N.S.	Schr., wood, sail.....	80
Mar. 28..	Janeta..... (124,148)	2½	Glasgow, G.B.....	Steel, steam	2,779
1908.					
Oct. 3..	Jessie L. Smith..... (107,646)	8	Lunenburg, N.S.....	Schr., wood, sail.....	99
1909.					
Feb. 26..	Jessie L. Smith..... (107,646)	9	Lunenburg, N.S.....	Schr., wood, sail..	99
1908.					
Oct. 8..	John L. Card. ..... (107,242)	10	Victoria, B.C.....	F. & A., wood, steam....	96
1909.					
May 23..	Judique.....	18	Gloucester, Mass.....	Schr., wood, sail.....	89
1908.					
May 31..	Julia Farsey.....	27	St. Johns, Nfld.	Schr., wood, sail.....	63

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

Port sailed from. — Port bound to.	Place where casualty happened.	Nature and cause of casualty.	Lives lost and saved.	Remarks.	$
Port Moring, N.S., Louisburg, N.S.	At anchor in Louisburg Harbour, N.S.	Burnt. Master, Martin O'Brien.	....	Part,	1,200
Port Morien: N.S., Newcastle. N.B.	Off Flint Island, N. Atlantic.	Sprung a leak.....	....	Part,	99
Brunswick, Louisburg, N.S..	In Gulf stream off S. Atlantic coast, U.S.A.	Lost sails and short provisions.	....	Part,	1,000
Newfoundland..... ..	Little River, Gaspé... ...	Collision with wharf. Master, T. Henrickson.	....	Total.	
Victoria, B.C., Ladysmith, B.C.	Lat. 49° 6′ N., Lon., 123° 42′ W., Boat Harbour, B.C.	Stranded.			
Kingsport, N.S., Parrsboro, N.S.	Pier at Kingsport, N.S., Mines Basin, N.S.	Stranded. Master, Wm. Coffell.	1	Total, 600.	
Harvey, N.B., Boston, Mass.	Broad Sound, Boston Harbour, U.S.A.	Collision with scow. Master, Obed Knowlton.	5	Total,(s) 24,000 (c) 1,200	
Seattle, U.S.A., Ketchekam.	Mayne Isl., B.C.....	Stranded. Master, E. G. Banghmon.	....	None.	
At wharf in St. John's Harbour, Nfld.	At wharf St. John's Harbour, Nfld.	Burnt. Master, N. J. Kennedy.	....	Total,	25,000
Edgway, N.Y., St. John's, N.B.	Drawnbay Ledges, Moosepec Light, Maine, U.S.A.	Stranded. Master, Geo. E. Gale.	....	Total,	5,200
Canso, N.S., Point Tupper, N.S., Souris, P.E.I.	Cove, 7 miles W. of Souris, P.E.I.	Stranded in snow storm. Master, J. McDonald.	....	Part, (s) 2,000 (c) 200	
Sherbrooke, N.S-, New York, U.S.A.	70 miles W. and S. from Cape Sable.	Lost 50,000 lath from deck-load.	....		
Sidney, B.C., Nanimo, B.C.	Sharp Point, Northumberland channel.	Stranded. Master, F. Anderson.	....	Part,	5,000
Buctouch, N.B., Sydney, N. S., Buctouche, N.B.	Bras d'Or lakes, C.B.....	Stranded. Master, M. Gerrior.	...	Part,	623
Barry, G.B., Sydney, N.S...	About 160 miles S. E. of Halifax, Atlantic Ocean.	Bow plates damaged and propellor broken in ice.	....	Part,	1,000
St. John's, Nfld., Charlottetown, P.E.I.	Lat. 45° 10′ N., Lon., 58° 40′ W., N. Atlantic.	Sea smashed bulwarks....	...	Part,	450
Naples, Gibraltar, St. John's, Nfld.	Lat. 41° 30′ N., Lon. 43° W., Atlantic.	Abandoned at sea. Master, Wm. Kennedy.	....	Total.	
Victoria, B.C., Lacona.....	Lat. 47° 24′ N., Lon. 123° 17′ W., Sts. *Juande Fuca.*	Stranded. Master, Henry Lund.	..	No damage.	
Gloucester, Mass., Fishing.	Liverpool, N.S..	Stranded during a gale....	...	Part, (s) 2,500 (c) 100	
ydney, C.B., Lamatime, Nfld.	Cranberry Head, Sydney, C.B.	Stranded. Master, Chas. Hellar.	...	Total,	1,250

STATEMENT of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1909.					
Feb. 10..	Kestrel..... (107,981)	9	Shelburne, N.S.....	Schr., wood, sail.....	99
1908.					
May 5..	Kilkeel..... (102,022)	13	Parrsboro, N.S.....	F. & A., iron, steam....	55
1909.					
May 5..	King Josiah ..... (125,965)	1	Parrsboro, N.S	Schr., wood, sail.....	147
April 12..	Kootney..... (111,820.)	8	Vancouver, B.C.	None, wood, steam	5
1908.					
June 1..	Labora	...	Sweden.....	Bark, wood, sail.....	986
June 6..	Lady Eileen ..... (103,512.)	3	Gaspé, Que.	Schr., steel, steam.....	526
1909.					
April 8..	Lady Sybill. ... .. . (85,406.)	1	Magdalen Island, Que.....	Schr., steel, steam	355
1908.					
Aug. 7..	Ladysmith. ..... (112,324.)	6	Parrsboro, N.S	Bktn., wood, sail	698
1909.					
Mar. 3..	Ladysmith.. .... (112,324.)	7	Parrsboro, N.S	Bktn., wood, sail	698
April 14..	Lakeside. .... (107,366.)	9	Yarmouth, N.S.....	4 m. Bktn., steel, sail....	726
Jan. 18..	Laura C .... (112,096.)	6	Lunenburg, N.S	Schr., wood, sail	249
1908.					
Dec. 18..	Laura C. Zwicker. ..... (94,788.)	19	Lunenburg, N.S.....	Schr., wood, sail	85
1909.					
May 23..	Lena and Maud...	12	American.....	Schr., wood, sail	75
1908.					
July 9..	Lennox..... (104,915.)	13	Leith, G.B.	Schr., steel, steam.....	2361
Dec. 21..	Lolita A..... ..... (112,345.)	6	Liverpool, N. S.....	Sch., wood, sail.....	159
Nov. 10..	Lord Wolsley..... (116,728.)	3	St. John, N.B	Wood steam..	50
Aug. 2..	Lottie..... (83,316.)	....	Port Medway, N.S.....	Schr., wood, sail.....	75
April 9..	Low wood..... .... (97,335.)	30	St. John, N.B.....	Bark, wood, sail	1091
1909.					
April 2..	Luarca..... ..... (100,266.)	18	Windsor, N.S.....	Bktn, wood, sail	632
Mar. 13..	Luella..... ..... (117,186.)	4	Chatham, N.B.....	Schr., wood, sail.....	99
1908.					
Dec. 3..	M. B. Stetson.....	20	Buksport, Me., U.S.A..... ..	Schr., wood, sail.....	120

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of casualty.	Lives lost and saved.	Remarks.	$
St. Martin, Shelburne, N.S..	Lat. 18° 15′ N., Lon. 63° 00′ W., Carribbeau Sea.	Owing to heavy weather ship became leaky and put into St. Thomas for repairs.	....	Part.	
Port Hastings, Summerside..	Mulgrave wharf, Strait of Canso, N.S.	Collision. Master, J. Elsworthy.	....	Part.	
Walton, N.S., Vineyard Haven, New Rochelle, N.Y.	Lloyds Neck, Long Isld., U.S.A.	Broke main boom in gale. Master, E. B. Merriam.	....	Part.	
Vancouver, B C., Coastwise, Vancouver, B.C.	English Bay, Vancouver Island, B.C.	Being towed by S. S. Newera when rope broke and vessel stranded.	....	Total,	2,500
Gullenburg, Bathurst.	Bay Channel near entrance to Bathurst Harbour.	Stranding. Master, O. Harkenson.	....	Total.	
Campbellton, N.B., Gascon, New Port Island, Que.	New Port Island, Que., Bay Chaleur, Que.	Stranded. Master, Jas. C. McPeerson.	....	Part.	
Halifax, N.S., Boston, Mass.	Damaged by heavy weather on passage.	.....	....	Part.	
New York, U.S.A., Halifax, N.S.	Off Halifax, N.S., Atlantic ocean.	Encountered gale. Master, D. W. Mahoney.	....	Part,	150
St. John, N.B., New York, U.S.A.	Stub Joe Beach, Fishers' Isl., Long Isl. Sound.	Stranded. Owner.....	...	Part, (s) 10,000 (c) 4,000	
East Harbour, Turks Island, Boston, Mass.	Nomans Land, U.S.A., Atlantic Ocean.	Stranded in fog. Master, G. L. Whitman.	....	Total.	
Mobile, Ala, Nueva Gerona, Cuba.	Lat. 25° 44′ N., Long. 86° 51′. W.	Brokerudderstock. Master, L. Creaser.	....	Part,	900
Little Bras d'Or, N.S., Ramea, Nfld., St. Pierre, Miq.	15 miles S. W. of Rose Blanche Light, Nfld.	Damaged, leaking stress of weather. Master, H. Butt.	....	Part,	700
Gloucester, Mass., Fishing...	Liverpool, N.S.:.....	Stranded during storm.....	....	Part, (s) 2,500 (c) 100	
Hong Kong Vancouver, B.C.	Lat. 48° 49′ N., Long. 176° 54′ E. N. Pacific.	Lost propellor blade. Master, Francis McNair.	....	Part,	75
Burns, Nfld., St. John's Nfld.	Lat. 47° N., Long. 39° W., N. Atlantic.	Abandoned at sea. Master, S. Courtney.	....	Total.	
Point du chene, N.B., Mulgrave, N.S.	Seal Rocks, Pictou, Island, N.S.	Broke Propellor & lost shoe. Master, Hugh Wiley.	...	Part,	200
Lunenburg, N.S., New Harbour, N.S.	Whitehead, N.S., South coast of Nova Scotia.	Stranded. Master, J. D. Duggan.	....	Part.	
B'dos., Bridgewater, N.S...	Lat., 37° N., Long 65° W. Atlantic.	Lost rigging and sails. Master, J. Rodenhaver.	...		
Turks Island, Providence, R. I., U.S.A.	Lat. 34° N., Long 71° W., N. Atlantic.	Abandoned at sea. Master, F. E. Dodge.	...	Total,	15,000
Halifax, N.S., New York, U S.A.	Bay of Fundy...	Lost part deckload.....	....	Part.	
Buksport, Me., U.S.A. Bay of Islds., Nfld., Boston, Mass.	Off Bay of Islands, Nfld....	Stranded. U. S. Consul..	....	Total,	12,000

STATEMENT of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1909.		Yrs			
Jan. 17..	M. S. Dollar (97,806,)	....	Victoria, B.C.	Steel, steam	2674
June 18..	Magda (62,927)	21	West Hartlepool, G.B.	F. & A., steel, stern	1,506
1908.					
Sept. 6..	Maggie Bell (80,968)	25	Liverpool, N.S.	Schr., wood, sail	46
Nov. 9..	Maggie Miller (92,364)	21	St. John, N.B	Schr.. wood, sail	93
May 2..	Maggie Smith (83,173)	26	Port Hawkesbury, N.S.	Schr., wood, sail	83
Dec. 10..	Maggie Smith (83,173)	27	Port Hawkesbury, N.S.	Schr., wood, sail	83
May 13..	Malwa (107,309)	7	Windsor, N.S.	Bktn., wood, sail	540
July 26..	Mantinea (105,398)	12	St. John, N.B.	Schr., steel, steam	1,737
Nov. 6..	Maple Leaf (107,567)	8	Parrsboro, N.S.	Schr., wood, sail	98
" 6..	Maranda	15	Gloucester, Mass.	Schr., wood, sail	76
April 24..	Marama (117,597)	½	Dunedin, N.Z.	Schr., steel, steam	3,952
1909.					
Feb. 11..	Maritana (100,710)	5½	Pictou, N.S.	Schr., wood, sail	490
1908.					
Oct. 17..	Marina S (111,291)	8	Glasgow, G.B.	Schr., steel, steam	3,322
1909.					
May 20..	Margaret G.. (112,322)	7	Parrsboro', N.S.	Schr-, wood, sail	299
1908.					
Dec. 17..	Marceline	3	France	Bktn., wood, sail	112
July 28..	Mary Kate (92,568)	20	Shelburne, N.S.	Schr., wood, sail	13
1907.					
Dec. 16..	Mary McDougall (75,826)	30	Lunenburg, N.S.	Schr., wood, sail	98
1908.					
Dec. 28..	Minnie J. Smith (103,416)	13	Lunenburg, N.S	Schr., wood, sail	99
1909.					
April 2..	Mattie D. Brundage	....	Boston, Mass., U.S.A.	Schr., wood, sail	71
1908.					
Nov. 28..	Mercedese (100,897)	12	Weymouth, N.S.	Schr., wood, sail	148
Oct. 23..	McClure (100,704)	8	Pictou, N.S.	Schr., wood, sail	191

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

Port sailed from. — Port bound to.	Place where casualty happened.	Nature and cause of casualty.	Lives lost and saved.	Remarks.	$
Hong Kong, San Francisco.	North Pacific Ocean.....	Lost some sails..		Part.	100
Hull, Eng., Grindstone Isl., Lunenburg, N.S.	Soldiers Ledge of Tusket Island, N.S.	Stranded in fog. Master, G. W. Heslop. ...		Unknown.	
Halifax, N.S., Port Mouton, N.S.	At wharf at Port Mouton Harbour, N.S.	Grounded and filled with water. Master, J. E. Payzant.		Part,	1,140
In port at Parrsboro, N.S....	Parrsboro, N.S., Cumberland, Co., N.S.	Sprung a leak and sank. Master, Jas. A. Hams.		Part,	570
North Sydney, Conception Bay.	Lat. 45° 32′ N. Long. 58° 35′ W.	Sprung a leak. Master, John Strickland.		Part,	100
Halifax, N.S., North Sydney, N.S.	At St. Esprit.....	Stranded. Master, John Strickland.		Total,	1,450
New York, U.S.A., Barbados.	Port Madoyn anchorage, Argentine Republic.	Collision with SS. *Madrid*. Master, Harry Calhoun.		Trifling.	
Sevelle, New York.....	Levelle River, Spain.....	Stranded. Master, J. Wright.		No loss.	
New York, U.S.A., Wolfville, N.S.	Spencers Island, N.S., Parrsboro, N.S.	Collision with schr. *Crescent*. Master, Wm. Spicer. ...		Part,	700
Gloucester, fishing banks.. ..	55 miles N.W. of light on Sable Island.	Lost rudder head. Master, A. Christenman.		Part,	250
Vancouver, B.C., Honolulu..	Along outside wharf, Victoria, B.C.	Plumber block cover for air pump carried away, bending lever. Master, John Gibb.			
Havana, Cuba, Mobell, Havana, Cuba.	Entrance to Havana Harbour, Cuba.	Stranded.....		Trifling.	
Montreal, Que., Glasgow, G.B.	Off Varennes, River St. Lawrence.	Grounded in dense smoke.. ...			
Philadelphia, U.S.A., Moncton, N.B.	Moncton, N.B., Bay of Fundy.	In collision with schr. *Sea Fox*. Owner.		Part,	170
Bordeaux, Cadiz, St. Pierre, Miq.	40 miles E. of Port Main, C.B., N.S.	Foundered. Master, L. H. Lonis.		Total,	5,000
Port Mouton, Halifax, N.S..	Off Port Medway, N.S.	Foundered. Master, Hubert Fisher.		Total,	800
Port Hastings, C.B., Lunenburg, N.S.	Whitehead, N.S	Stranded....		Part,	350
St. Johns, Nfld., St. Pierre, Miq., Halifax, N.S.	45 miles E. of Scatterie Island, Atlantic.	Lost sails, had to jettison part of cargo. ..		Part (s), (c),	350 400
Boston, Mass., fishing..... .	50 miles off Gloucester, Mass., Bay of Fundy.	Sprung a leak. Master, Greenleaf.		Part,	400
St. John, N.B., Clementsport, N.S., Booth Bay, Me., U.S.A., Boston, Mass., U.S.A.	25 miles N.E. off Cape Ann, Mass.	Lost sails in hurricane. Master, R. H. Henshaw.			
Annapolis Royal, Jacksonville, Fla.	Lat. 25° 30′ N. Long. 80° 50′ W., Florida.	Stranded. Master, T. Dinsmore. ...			

STATEMENT of wrecks and casualties reported as having occured to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of Ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1908.		Yrs			
Nov. 1.. 1909.	Murdock Finlayson. ... (111,473)	8	Arichat, N.S.....	Schr., wood, sail.....	80
March 2..	Millie Mace .... (107,111)	11	Lunenburg, N.S.....	Schr., wood, sail... ...	99
May 17.. 1908.	Millie Mace ..... (107,111)	11	Lunenburg, N.S.....	Schr., wood, sail.....	99
July 18..	Moama .... (100,094)	16	Bridgtown, Bar.....	Schr., wood, sail.....	384
Oct. 18.. 1909.	Morning Star. . . . . (35,548)	52	Chatham, N.B....	Schr., wood, sail.....	30
April 4..	New Quay..... (11,448)	62	Fowey, G.B.....	Schr., wood, sail.....	83
March 4.. 1908.	Nina Blanche..... (100,895)	13	Weymouth, N.S.....	Schr., wood, sail.....	31
Nov. 4..	Nora Wegging..... (90,687)	21	Yarmouth, N.S.....	Bktn., wood, sail.....	470
Aug. 2..	Norombega. .. .. (130,322)	25	Boston, Mass.	Schr., wood, sail.....	266
July 10..	Ocean..	1	(Norway).....	Schr., steel, steam	2,459
Sept. 18.. 1909.	Ocland.....	1	(Norway).....	Steel, steam	1,874
May 31.. 1908.	Odland..		(Norway).....	Iron, steam.	.....
Aug. 31.. 1909.	Olive J. ..... (61,630)	27	Port Hawkesbury, N.S.....	Schr., wood, sail.	57
May 28.	Omega..... (97,061)	18	Charlottetown, P.E.I.....	Schr., wood, sail.....	82
June 6.. 1908.	Omega.. .... (97,061)	18	Charlottetown, P.E.I.....	Schr., wood, sail	82
Oct. 19.. 1909.	Oriole..... (96,997)	16	Halifax, N.S	Schr., wood, sail.....	43
June 17.. 1908.	Orleans..... ..... (107,235)	11	Quebec, Que.....	None, steel, steam.....	183
Nov. 29..	Oreflamme..... (110,141)	9	London, G.B..	Schr., steel, steam	2,423
Nov 9..	Osberga .... (83,280)	24	Maitland, N.S.....	Barque, wood, sail.....	1,146

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

Port sailed from. Port bound to.	Place where casualty happened.	Cause and nature of casualty.	Lives lost and saved.	Remarks.	$
River Bourgoise, N.S., Halifax, N.S.	1½ miles E. of Devils Isl., Halifax, N.S.	Stranded. Master, Tom Sampson.	....	Total,	2,700
St. John's, Nfld., for Orders.	Lat. 37° 24′ N., Long. 11° 14′ W., Atlantic.	Sprung a leak and had to jettesone 10 tons cargo (fish). Master, Finn.	...	Trifling.	
St. John's, Nfld., Burin, Nfld.	Cadiz, Lat. 43° 08′ N., Long. 50° 06′ W., N. Atlantic.	Foundered. Master, James Finn.	....	Total, (s) (c)	4,000 700
Sydney, C.B., St. John, N.B.	60 miles S. E. of Halifax, N.S., Atlantic.	Lost mast and sails. Master, John F. Williams.	....	Part,	3,000
Summerside, P.E.I., Richebucto, N.B.	Bouctouche Beach, N.B...	Stranded. Master.....	..	Total,	400
Belfast, Ireland, Whitehaven	Off the coast of Ireland....	Foundered. Crew of four taken off by S. S. Basuta. Master, Lacelles.	....	Total,	250
Bellivean's Cove., St. John, N.B.	Bay Fundy	Picked up by fisherman, bottom up evidently capsized in squall.	2	Part.	
Havana, Philadelphia.....	Lat. 23° 56′ N., Long. 81° 44′ W., Florida Straits.	Dismasted and sprung a leak in storm. Master, J. W. Ellis.	....	Total,	7,000
Port Richmond, Que., Philadelphia.	35 miles S. S. E. of Sembro, N.S., Atlantic.	Lost some sails and part of deckload. Master, O. Pederson.	....	Part,	1,250
Montreal, Que., Sydney, N.S.	Petre Ledges, North Sydney Harbour.	Struck Petre Ledge. Master, S. Olsen.	....	Total,	22,000
Sydney, C.B., St. John, N.B.	At Outterbuoy, Sydney, C.B.	Collision with *Regulus*. Master, Hans Brun.	....	Part,	1,000
Norway, St. Simeon, Que., Erie, Pa., U.S.A.	Pointe a Pic, Murray Bay, St. Lawrence.	Grounded. Pilot, Asselin.	....	Trifling.	
Richobucto, N.B., Port Hawkesbury, N.S.	Sts. Canso, Straits of Canso	Stranded. Master, John Embra.	....	Part,	300
Charlottetown, P.E.I., Port aux Basque.	Bras d'Or Lakes, C.B.	Stranded. Master, J. H. Beck.	....	Part,	150
Port Morin, N.S., Buctouche, N.B.	Cape Hogan, N.S.....	Stranded. Master, J. H. Beck.	....	Total,	1,000
Mabou, C.B., Halifax, N.S..	Long Isl. Sound, 44° 57′ Lat., 61° 55′ Long., N.S.	Stranded.....	....	Total,	1,200
Quebec, Isl. of Orleans, Quebec.	Wharf Isle of Orleans, Que., Riv. St. Lawrence.	Broke piston road.....	.	Part,	10
Philadelphia, U.S.A.....	Lat. 30° 30′ N., Long. 62° 05′ W., Atlantic.	Tail shaft broke and lost propellor. Master, Richard Jones.	..	Part.	
Buenos Ayres, Turks Island, Portland.	Lat. 35° 33′ N., Long. 54° 15′ W., N. Atlantic.	Foundered at sea. Master, F. J. Douglass.		Total.	

STATEMENT of wrecks and casualties reported as having occured to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.		Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1908.					
Nov. 1..	Murdock Finlayson (111,473)		Arichat, N.S.....	Schr., wood, sail.....	80
1909.					
March 2..	Millie Mace (107,111)	1	Lunenburg, N.S.....	Schr., wood, sail... ...	99
May 17..	Millie Mace (107,111)	1	Lunenburg, N.S.....	Schr., wood, sail.....	99
1908.					
July 18..	Moama (100,094)	1	Bridgtown, Bar.....	Schr., wood, sail.....	384
Oct. 18..	Morning Star (35,548)	5	Chatham, N.B....	Schr., wood, sail.....	30
1909.					
April 4..	New Quay..... (11,448)	0	[illegible], G.B.....	Schr., wood, sail.....	83
March 4..	Nina Blanche..... (100,895)	1	Weymouth, N.S.....	Schr., wood, sail.	31
1908.					
Nov. 4..	Nora Wegging..... (90,687)	2	Yarmouth, N.S.....	Bktn., wood, sail.....	470
Aug. 2..	Norombega (130,322)	2	[illegible], Mass.	Schr., wood, sail.....	266
July 10..	Ocean..		Norway).....	Schr., steel, steam	2,459
Sept. 18..	Ocland.....		(Norway)	Steel, steam	1,874
1909.					
May 31..	Odland.....		Norway)	Iron, steam.	.....
1908.					
Aug. 31..	Olive J. ..... (61,630)	2	Port Hawkesbury, N.S.....	Schr., wood, sail.	57
1909.					
May 28.	Omega..... (97,061)	1	Charlottetown, P.E.I.....	Schr., wood, sail.....	82
June 6..	Omega.. ... (97,061)	1	Charlottetown, P.E.I..	Schr., wood, sail	82
1908.					
Oct. 19..	Oriole.... .. ... (96,997)	1	Halifax, N.S	Schr., wood, sail.... . .	43
1909.					
June 17..	Orleans..... (107,235)	1	[illegible], Que.....	None, steel, steam.....	183
1908.					
Nov. 29..	Oreflamine..... .. (110,141)	2	London, G.B..	Schr., steel, steam	2,423
Nov. 9..	Osberga .... (83,280)	2	Maitland, N.S.....	Barque, wood, sail.....	1,146

STATEMENT of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register
1908.		Yrs			
Dec. 1..	Otis Miller..... (103,268)	12	Dorchester, N.B	Schr., wood, sail.....	98
May 10..	Ottawa..... .... (70,932.)	33	Liverpool, N.S.....	Schr., iron steam.....	2,991
1909.					
May 25..	P. F. No. 2.....	30	St. Pierre, Miquelon....	Sch., wood, sail.....	31
1908.					
Dec. 1..	Palmetto..... ..... (111,725.)	7	Barrington, N.S	Schr., wood, sail.....	97
1909.					
Jan. 29..	Persia..... (92,485.)	22	Windsor, N.S.....	Bktn., wood, sail.....	578
1908.					
June 23..	Pescawha..... (122,022.)	2	Liverpool, N.S.....	Schr., wood, sail.....	98
Sept. 21..	Phoenix .. .. (85,620.)	25	Parrsboro, N.S.....	Schr., wood, sail.....	397
1909.					
June 24..	Phoenix... ... . (85,602.)	26	Parrsboro, N.S	Schr., wood, sail..	397
May 8..	Phoenix.....	20	Christiania, Norway.....	Steel, steam.....	1,376
1908.					
May 8..	Pilgrim..... (111,417.)	8	Lunenburg, N.S.....	Schr., wood, sail.....	99
Aug. 2..	Pors.....	3	Norway.....	Schr., steel, steam	343
July 17..	Princess Beatrice..... (116,405.)	5	Victoria, B.C.....	Schr., wood steam	635
Dec. 8..	Princess Royal..... (121,988.)	2	Victoria, B.C.....	F. & A., wood, steam....	981
Sept. 30..	Princess Victoria..... (115,953.)	5	London, G.B..	Schr., steel steam.....	427
Oct. 30..	Prosperare..... (107,347.)	7½	Yarmouth, N.S.	Sch., wood, sail.....	378
Aug. 1..	Prudent ..... (94,741.)	20	St. John, N.B.....	Schr., wood, sail.....	117
July 5..	Quebec. .... 122,405.)	2	Quebec, Que.....	Iron, steam.....	2,013
July 15..	Ragna		Norwegian.....	Barque, steel, sail.....	997
July 18..	Ravola..... (100,273.)	16	Windsor, N.S	Schr., wood, sail.....	123
1909.					
Mar. 25..	Ravola..... (100,273.)	17	Windsor, N.S.....	Schr., wood, sail.....	123
Oct. 19..	Regina B..... (83,133)	27	Port Hawkesbury, N.S.....	Schr., wood, sail.....	81
June 16..	Regulus.....		Riga, Russia.....	Bgtn., wood, sail.....	348
1909.					
June 23..	Rhoda.... .. . . (103,209)	12	Liverpool, N.S..	Top Schr., wood, sail....	199

and foreign sea-going vessels in Canadian waters and to Canadian sea going vessels months ending June 30, 1909—*Continued.*

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of casually.	Lives lost and saved.	Remarks.	$
Port Grevelle, N.S., Parrsboro, N.S.	Off Partridge Island, N.S., Minas Basin.	Main boom and rail broken. Lost davits and boat. Master, John Taylor.	....	Part,	100
Montreal, Que., Liverpool, N.S.	Lat., 48° 37′ N., Long. 62° 48′ W., Gulf Saint Lawrence.	Collision *Thorld.* Master, J. Evens.	1	Serious.	
St. Pierre, Miq., fishing.....	White Point, C.B., N.S...	Stranded. Master, A. Lemallet.	....	Total,	1,000
Pictou, N.S., Tusket Wedge, N.S.	Tusket River, Yarmouth, Co., N.S.	Ran aground. Master, Chas Anderson.	....	Part,	2,000
Pascagoula, Manganilla.....	Gulf of Mexico.....	Put into Havana leaking. Master, M. J. Davis.	....	No damage.	
Victoria, B.C., Victoria, B.C.	Off Sherringham Sts., San Juan, B.C.	Collision with *Patterson.* Master, A. C. Falger.	....	Part.	
Ingraham Port, N.S., New York, U.S.A.	Salem, Mass., U.S.A.....	Lost some sails and part of deckload, New York Herald.	....	Part,	300
Windsor, N.S., New York, U.S.A.	N.E. end of Big Labby Isld., Me., N. Atlantic.	Stranded. Master, G. E. Bentley.	....	Total, (s) (c)	10,000 450
Manchester, G.B., Sydney, N. S.	Off Coast of Newfoundland, N. Atlantic.	Boat stove in by coming in contact with field ice.	....	Part,	4,500
Bridgewater, N.S., New York, U.S.A.	Lat., 45° 55′ N., Long. 68° 10′ W.	Lost portion of deckload. Master, T. A. Wilson.	...		
Port Hood, Quebec.....	Port Hood Harbour, N.S..	Stranding. Master, H. C. Hansen.	...		
Vanconver, B.C., Skagway, Alta.	East side of North Island, British Columbia.	Struck rock damaging keel. Master, Wm. O. Hughs.	....	Part.	
Seattle, U.S.A., Victoria, B.C.	C.P.R. wharf, Burrard Inlet., Vancouver, B.C.	Collision with *Fuki Maru.*	....	Part.	
Seattle, U.S.A., Victoria, B.C.	One mile N.E. Apple Cove Point, Puget Sound.	Collision with *Ida May.* Master, S. O. Griffer.	....	No damage.	
Annapolis Royal, Havana, Cuba.	Lat. 23° 08′ N., Long. 81° 52′ W., Cuba.	Stranding. Master, J. C. Brown.	....	Total,	20,000
Windsor, N.S., West Chester, N.Y.	One mile to west of Harbourville, N.S., Bay of Fundy.	Stranding. Master, C. B. Merriam.	....	Total,	2,000
Quebec, Que., Sorel, Que., Montreal, Que.	St. Lawrence River, opposite Varennes, Que.	In collision with *Imperial.* Master, Angus Baker.	....	Part,	12,000
Antwerp	Tusket, N.S.....	Explosion of steam boiler. Master, Ramsen.	....	Part.	
Stonehaven, N.B., Halifax, N.S., New Haven, Conn.	Miscoe Island, N.E. bearing N.W, 25 miles, Atlantic ocean.	Lost top mast and sails. Master, G. E. Finley.	....	Part,	250
St. John, N.B., New York, U.S.A.	Salem, Mass., Winter Isld., U.S.A.	Stranded..	....	Part.	
Port Hood, N.S., Halifax, N.S.	North of Gas buoy, Halifax Harbour, N.S.	In collision with *John Irwin.* Master, Chas. L. Aucain.	....	Total,	1,400
Cadiz, Cadiz, Paspebiac, Que.	Shippigan Galley, Bay Chaleur.	Stranded. Master, G. Martensen.	....	Part,	5,100
Newark, N.J., U.S.A., Halifax, N.S.	Fishers Island, Long Island Sound, U.S.A.	Stranded. Master, John Day.	...	Part,	1,100

STATEMENT of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1908.		Yrs			
Oct. 19..	Roanoke..... (111,723)	6	Lunenburg, N.S.....	Schr., wood, sail.....	100
1909.					
April 26..	Roanoke..... (111,723)	7	Lunenburg, N.S.....	Schr., wood, sail.....	100
1908.					
Dec. 11..	Robin Hood..... (110,636)	24	Eastport, U.S.A.....	Schr., wood, sail.....	92
1909.					
March 5..	Rossignol..... (126,032)	1	Liverpool, N.S.....	Schr., wood, sail.....	199
1907.					
Sept. 28..	Roving Lizzie..... (75,864)	30	Weymouth, N.S.....	Schr., wood, sail	11
1908.					
Oct. 30..	Rowena ..... (103.261)	12	St. John, N.B.....	Schr., wood, sail.....	96
July 26..	Rush Light..... (103,602)	12	Sydney, N.S.....	Schr., wood, sail.....	51
1909.					
April 24..	S. A. Fownes..... (96,953)	19	Dorchester, N.B.....	Schr., wood, sail.....	123
1907.					
Nov. 7..	St. Joseph..... (111,617)	7	Quebec, Que.....	Wood, sail.....	34
1908.					
May 19..	St. Olaf ..... (116,321)	5	Parrsboro, N.S.	Schr., wood, sail.....	277
Sept. 16..	Sceptre ..... (92,627)	21	Lunenburg, N.S.....	Brgt., wood, sail.....	99
1909.					
June 30..	Scionda..... (112,231)	22	St. John, N.B.....	None, wood, sail.....	53
May 11..	Scotia..... (122,423)	2	Halifax, N.S.....	Schr., wood, sail.....	268
1908.					
April 18..	Scylla..... (85,737)	25	Halifax, N.S.....	Schr., wood, sail.....	95
1909.					
Feb. 15..	Sellasia ..... (113,495)	8	St. John, N.B.....	Steel, steam	2,263
1908.					
Aug. 2..	Selma.....	4	Gloucester, Mass.....	Schr., wood, sail.....	87
1909.					
May 26..	Serene..... (57,132)	41	Parrsboro', N.S.....	Schr., wood, sail.....	54

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

Port Sailed from. — Port Bound to.	Place where casualty happened.	Cause and nature of casualty.	Lives lost and saved.	Remarks.	
					$
Vienna, St. John's, Nfld....	Lat. 40° 30′, Long. 17° 56′, Atlantic.	Lost some sails. Master, H. Petite.	..	Part,	100
Santa Paula, Spain, Gibralter, St. John's, Nfld.	20 miles W. N. W. from Fayal Azas, Islands.	Foundered. Master, Sorensen.	...	Total. (s) (c)	6,000 1 500
Eastport, U.S.A., Bay of Islands, Nfld.	Off Bay of Islands, Nfld...	Stranded. Master, S. Malone.	...	Total,	9,00
Bridgewater, N.S., Isle Grandi, Isle Pines.	Long. 78° W., Lat. 95° 15′ N., San Blas Coast of Brazil.	Stranded. Supercargo act as Master.	....	Total,	15,000
....	Sieleys Cove, Charlotte Co., N.B., Bay of Fundy.	Stranded.			
Windsor, N.S., St. John, N.B., Salem.	Libby Island, Main, U.S.A.	Stranded. Master, Geo. G. Seely.	...	Total, (s) (c)	1,500 1,500
House Harbour, Que., Buctouche, N.B., House Harbour, Que.	10 miles North of North Cape, P.E.I., Gulf St. Lawrence.	Encountered hurricane. Master, A. Richard.	....	Part,	384
Sacksville, N.B., Boston. Mass., U.S.A.	Near Sacksville, Bay of Fundy.	Stranded. Master, Demill Buck.	...	Part.	
Sault au Mouton, Quebec....	Mille Vachers, Riv. St. Lawrence.	Drove ashore. Master, T. Binze.	....	Total,	1,000
Santo Domings, Curacao, D.W.I.	St. Martin's Bay, Curacao, Dutch West Indies.	Vessels drove to sea, lost anchors and chains. Master, H. A. Conrad.	....	Part,	700
Lunenburg, N.S., Pence, Porto Rico.	Lat. 39° 30′ N., Long. 62° 50′ W., Atlantic.	Caught in hurricane, lost rigging and spars. Master, Henry Burke.	....	Part,	2,650
St. John, N.B., Rivière du Loup, Quebec, Que.	Crane Isl., River St. Lawrence.	Stranded.	...	Trifling.	
Canso, N.S., Port Hilford, Halifax, N.S.	Halifax Harbour, N.S.....	Collision with *Siberian.* Master, Abner, Reid.	...	Part,	2,000
Sherbrooke, N.S., Bridgeport, N.S.	100 miles E. by N. from Cape Cod.	Portion of deckload lost. New York Herald.			
Cardiff, Wales, Coosaw River, S.C., U.S.A.	Coosaw River, South Carolina, U.S.A.	Stranded. Master, G. N. Purdy.	...	Slight damage.	
Gloucester, Mass., U.S.A., Shelburne, N.S., fishing grounds.	20 miles W. of Cape Roseway, Shelburne, N.S.	Lost some sails. Master, Chas. Colson.	....	Part,	150
.. ..	While lying at wharf at Parrsboro', N.S., with load of deals, got badly strained, filled and sank.	....	.	Total,	300

STATEMENTS of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1908.		Yrs			
July 25..	Shamrock (90,809)	22	Vancouver, B C	Tug, wood, steam	61
June 3..	Shenandoah (102,111)	15	Liverpool, G.B	Schr., steel, steam	2,492
Jan. 21..	Sicilian (111,225)	9	Glasgow, G.B	Schr., steel, steam	3,964
Dec. 14..	Skoda (100,733)	15	Windsor, N.S	Bktn., wood, sail	658
1909.					
Feb. 22..	Sokoto (111,177)	9	Liverpool, G.B	Schr., steel, steam	1,969
Jan. 22..	Soquel	7	San Francisco, U.S.A	Schr., wood, sail	698
June 25..	Spheroid (125,621)	2	London, G.B	Schr., steel, steam	2,426
May 5..	Stigstad	1	Norwegian	Schr., steel, steam	2,488
1908.					
Oct. 10..	Stork (118,444)	28	London, G.B	Bque., wood, sail	479
May 1..	Strathern (100,337)	15	Maitland, N.S	Schr., wood, sail	1,271
Aug. 7..	Success (107,281)	8	Parrsboro', N.S	Schr., wood, sail	199
1909.					
Mar. 7..	Success (107,281)	9	Paspebiac, Que	Schr., wood, sail	199
Jan. 24..	Tay (92,369)	22	St. John, N.B	Schr., wood, sail	125
1908.					
May 26 ..	Tees (95,929)	11	Victoria, B.C	Schr., steel, steam	440
Oct. 21..	Temperance Bell (64,454)	38	St. John, N.B	Schr., wood, sail	76
Nov. 28..	Theta (107,307)	7	Windsor, N.S	Schr., wood, sail	420
1909.					
June 5..	Theta (107,307)	8	Windsor, N.S	Schr., wood, sail	420
1908.					
July 3..	Thordis	2	Jonsberg, Norway	Steel, steam	1,091
May 25,'09	Tikomo	32	Fredrikstad, Norway	Bk., wood, sail	731
June 11..	Torgorm (97,576)	19	Glasgow, G.B	Schr., steel, steam	1,065
1908.					
June 13..	Transit	3	Norwegian	Schr., steel, steam	1,058
June 7..	Uranus (116,510)	4	Lunenburg, N.S	Schr., wood, sail	90
Nov. 15..	Uruguay (103,417)	13	Charlottetown, P.E.I	Schr., wood, sail	97
May 1..	Utopia (83,495)	24	Liverpool, N.S	Schr., wood, sail	98

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

Port sailed from. — Port bound to.	Place where casualty happened.	Nature and cause of casualty.	Lives lost and saved.	Remarks.	
Vancouver, B.C., Coastwise .	Abreast Nanoose Bay, Gulf Georgia.	Tail shaft broken. Master, D. Hentage.	....	Slight.	
London, G.B., Halifax, N.S.	3′ east of Chebucto entrance, Halifax Harbour.	Propellor damaged. Master, T. P. Heeley.	...	Part,	2,500
Glasgow, G.B., St. John, Nfld.	Off Halifax Harbour, N.S.	Rudder post damaged. Master, J. Williams.	....	Part,	2,500
Annapolis Royal, Barbados, B.W.I., Liverpool.	Lat. 34° 30′ N. Long. 73° W., N. Atlantic.	Damaged in heavy weather. Master, A. B. Barteaux.	...	Part,	3,000
Progresso, Mexico, Halifax, N.S.	North Atlantic ocean.....	Cargo damaged by fire	....	Part (c),	12,000
Callao, Port Townsend, U.S.A.	Sea Bird Rocks, Vancouver Island, Pacific ocean.	Stranded.....	2	Total.	
Montreal, Que., Three Rivers, Q., London, G.B.	Cape Charles channel, Riv. St. Lawrence.	Stranded in fog. Master, W. H. Hinds.	....	Trifling.	
Tyne, Eng., Sydney, N.S....	Lat. 48° N. Long. 50° 50′ W., Atlantic ocean.	Broke propellor in ice. Master.	....	Part,	15,000
London, G.B., Charlton Island, Hudson Bay.	Near Rock of Lisbon, James Bay, Hudsons Bay.	Foundered. Master, N. E. Freakly.	....	Total.	
St. John, N.B., Halifax, N.S.	40 miles west of Basselorre, Carribean sea.	Leakage. Master, C. Iversen.	...	Total.	
Halifax, N.S., Bridgewater, N.S.	Mid ocean Atlantic.....	Heavy sea washed plank off deck. Master, R. N. Anderson.	....		
St. Johns, Nfld., Pernambuco.	Lat. 41° 16′ N. Long. 44° 14′ W., N. Atlantic.	Damaged in heavy weather.	. .	Part,	100
St. John, N.B., Boston, Mass., U.S.A.	Bass Harbour, Me., U.S.A., N. Atlantic.	Struck on bar at entrance to harbour. Master, Sabean.	....	Part.	
Victoria, B.C., Victoria, B.C.	Rugged Point, Lat. 49° 59′ N. Long. 127° 19′ W., Pacific.	Stranded. Master, John Townsend.	....	Slight.	
St. John, N.B., Hingham, Mass., U.S.A.	Off Point Lepeaux, N.B., Bay of Fundy.	Sprung a leak. Master, Chas. Wilcox.	....	Total (s), (c),	400 500
Jacksonville. Fla., U.S.A., Amherst, N.S.	North Atlantic.....	Arrived at Vineyard Haven Nov. 28, and reported lost part deckload, &c. New York, Herald.	...		
Jacksonville, Fla., Amherst, N.S.	Cumberland Bay, Bay of Fundy.	Stranded. Master, F. H. Salter.	....	Part,	1,112
Vancouver, B.C., Nanaimo, B.C.	Nanaimo Harbour, B.C. ..	Stranded. Master, J. Jorgersen.	....	No loss.	
London, G.B., Pugwash, N.S	Lat. 45° 45′ N., Long. 63° W., Northumberland.	Stranded. Master, Ostley.	....	Total,	1,500
Glasgow, Barbados, Montreal	Lake St. Peter, River St. Lawrence.	Collision with SS. *Pierreville* .. Master, A. D. Falconer.	..		
Victoria, B.C., Nome, Ala ..	62° 8′ N., 116° 35′ W., Bearing Sea.	Collision with iceberg, Master, D. L. Danielson.	....	Part,	2,000
Lunenburg, N.S., Fishing Grounds.	West end Isl., Madden, C.B., Chebucto Bay.	Stranded. Master, Arthur Miller.	...	Part.	
Coasting to Paspebiac, Que..	Bay of Chaleurs, Que.....	Stranded. Owners, C. Robin Collas Co., Ltd.	. . .	Part.	
Halifax, N.S., Louisburg, N.S.	Sand Point, Sts. of Canso, N.S.	Stranded. Master, John Murcheson.	.. .	Part,	200

STATEMENTS of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How Rigged — Iron or wood. — Steam or sailing.	Register tonnage.
1908.		Yrs			
Sept. 19..	Utopia.... ..... (83,495)	24	Charlottetown, P.E.I.....	Schr., wood, sail.....	98
Sept. 19..	Vadso..... .. .. (124,077)	27	Victoria, B.C.....	Sch., steel, steam.....	698
1909.					
Jan. 25..	Venture .... (111,776)	7	Victoria, B.C..	Schr., wood, steam.....	489
1908.					
Oct. 26..	Venturer..... (92,315)	20	Liverpool, N.S.....	Schr., wood, sail.....	256
Sept. 26..	Vera..... .... (99,040)		London, G.B.	Str., steel, steam.....	1,854
Dec. 30..	Vera .. .. (161,850)	8	Gloucester, Mass., U.S.A.	Schr., wood, sail.....	77
Apr. 20..	Veraston.....	2	Hartlepool, G.B..... .	Schr., iron, steam.....	1,825
1909.					
May 18..	Viking..... (103,504)	13	Lunenburg, N.S.....	Schr., wood, sail.....	96
1908.					
July 12..	Virginian..... (116,330)	4	Parrsboro, N.S.....	Schr., wood, sail..... .	100
1909.					
Jan. 7..	W. W. McLauchlan..... (100,070)	19	St. John, N.B	Bk., wood, sail.....	471
May 17..	W. W. McLauchlan..... (100,070)	19	St. John, N.B	Bk., wood, sail.....	471
1908.					
July 11..	Walter Miller .... (96,944)	18	St. John, N.B....	Schr., wood, sail.....	117
May 14..	Wandrian ..... (85,617)	25	Bridgewater, Bar.....	Schr., wood, sail.... . .	311
Apr. 3..	Wapiti..... (90,896)	19	Yarmouth, N.S.....	Schr., wood, sail.....	100
Aug. 3..	Willie H. Crosby. .. . (100,226)	15	Halifax, N.S.....	Schr., wood, sail.....	65
1909.					
Apr. 26..	Winnie Hazel..... (126,133)	1	Halifax, N.S.....	Schr., wood, sail.....	68
Jan. 30..	Wood Bros. ... . (103,012)	15	Parrsboro, N.S.....	Schr., wood, sail.....	68
1908.					
Sept. 1..	Zuleika.... .. .. (94,676)	19	Sydney, N.S.....	Schr., wood, steam.....	8

Number of vessels.....	292
" tons.....	158,123
" lives lost	13
Amount of damage reported.....	$ 772,583

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

Port sailed from. — Port bound to.	Place where casualty happened.	Cause nature and of casualty.	Lives lost and saved.	Remarks.
Charlottetown, P.E.I., Sydney, N.S.	Off Cape Jack, N.S., Sts. of Northumberland.	Stranded. Master, John Murcheson.	....	Total, 1,800
Victoria, B.C., Vancouver, B.C.	Trivet Point, McKay's Reach, B.C.	In collision with 'Amur'. Master, B. Johnson.	....	Part, 4,000
Victoria, B.C., Prince Rupert B.C., Victoria, B.C.	Inverness Cannery, Skeena River, B.C.	Burnt. Master, M. Goulding.	....	Total, 70,000
Yarmouth, N.S., Louisburg, N.S.	Port Le Herbert, N.S., N. Lat. 43° 47′ W. Long. 64° 53′.	Stranded. Master, S. Fink	....	Total, 3,500
Pugwash, N.S.....	Seamans Point.....	Stranded.....	...	No damage.
Gloucester, U.S.A., Canso, N.S.	Walkers Ledge, 3 mls. west, Cranberry Isl. Light.	Wrecked. Master, M. E. Graiser.	....	Total, 10,000
Montreal.....	Straits of Canso, C.B.....	Stranded.....	....	Part.
Halifax, N.S., Bonne Bay, Nfld., Port Saunders.	5 mls. E. off Cow Head, Nfld., Gulf St. Lawrence.	Foundered. Master, H. Taylor.	....	Total, 2,800
St. John, N.B., Apple River, Lubec, Me.	St. John Harbour, N.B....	Collision with Ferry Boat. Master, W. Merream.	....	Part, 300
St. John, N.B., New York, U.S.A.	Wood End, Mass., U.S.A.	Stranded....	....	Part.
New York, N.Y., Forcados, Africa.	Forcados Bar, West Coast of Africa.	Stranded.....	....	
Boston, Mass., St. John, N.B.	Off Matincus Light, Me., U.S.A.	Lost Mast and Rigging. Master, Alex Sabean.	....	Part, 2,500
Sackville, N.B., Vineyard Haven.	S.E. from Mount Desert...	Lost 60,000 Lath. New York Press.	..	
Halifax, N.S., Vineyard Haven.	Off Cape Sable, Vineyard Haven.	Lost some Lath and Bulwarks stone. In New York Herald.	....	Part.
Newcastle, N.B., Magdalen Isl., Que.	Amherst Isl., Magdalen Isl. Que.	Stranded. Master, E. C. Richard.	....	Total, 800
Halifax, N.S., Sheet Harbour N.S., St. Peters, N.S.	St. Peters Bay, N.S., Atlantic Ocean.	Stranded in snow storm. Master, Howard Verge.	...	Part, (s) 250 (c) 200
Windsor, N.S., Parrsboro, N.S., Boston, Mass.	1 mile north of Quaco Light, Bay of Fundy, N.B.	Stranded. Master, John George.	....	Total, 2,100
Mira Gut., Loarine.....	Black Rock. Bendine, C.B., Atlantic.	Foundered. Master, Louis Patire.	....	Tota ,500

STATEMENTS of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

INLAND

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1907.		Yrs			
July 8..	Acacia.....	35	Kingston, Ont	Sch., wood, sail.....	188
1908.					
July 12..	Acacia	36	Kingston, Ont..	Sch., wood, sail..... ...	188
July 14..	Aggie .... (92,730)	4	Toronto, Ont.	Sloop, wood, sail.....	15
June 6..	Alberta .... (116,950)	4	Kenora, Ont..... ...	.... ., wood, steam.....	214
1909.					
May 12..	Arabian ..... (100,394)	17	Hamilton, Ont.....	Schr., iron, steam.....	770
June 9..	Assiniboia ..... (125,984)	1½	Montreal, Que.....	....., iron, steam.....	2486
1906.					
June 2..	Beaver ... . (107,782)	7	Ottawa, Ont	....., wood, steam.....	8
1909.					
April 10..	Bertie Calkins..... . . (126,127)	35	Kingston, Ont....	Schr., wood, sail.....	227
1908.					
Jan. 17..	Booth ..... (107,620)	20	Ottawa, Ont.....	Wood, steam.....	218
Oct. 9..	Canadian..... .. .. (125,427)	2	Newcastle, G.B.....	Schr., steel, steam.....	1444
.. . .	Carleton ..... (124,212)	1	Glasgow, G.B.....	....., steel, steam.....	831
Oct. 10..	Ceylon .... (96,915)	17	Kingston, Ont.....	Schr., Comp., sail. .. .	908
1909.					
June 23..	City of Montreal..... (117,073)	38	Toronto, Ont.....	Sch., iron, steam.....	868
June 9..	Crescent City.....	12	U. S. A..... .	None, steel, steam.. . .	3675
1908.					
July 17..	Denoah	12	Toronto, Ont.....	Sloop, wood, sail.....	3675
1909.					
June 9.	Dunelm . .. . (123,950)	2	Sunderland, G.B....	None, steel, steam.....	1481
1908.					
Oct. 13..	Energy..... .... (85,704)	24	Wallaceburg, Ont.....	None, wood, steam.....	70
1907.					
July 30..	Esperanza..... ..... (80,595)	27	Toronto, Ont..... .	None, wood, steam.....	11
1909.					
June 12..	Fairmount ..... (112,276)	6	Montreal, Que.....	.. .. ,.iron, steam.....	1184
June 30..	H. M. Pellatt..... (114,446)	5	Port Glasgow, G.B	None, steam, steel ...	1,038

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909.

WRECKS.

Port sailed from. Port bound to.	Place where casualty happened.	Cause and nature of casualty.	Lives lost and saved.	Remarks.	$
Kingston, Ont., Kingston, Ont.	Bull Rock Point, N.Y., U.S.A.	Stranded.....			2,240
Oswego, N.Y., U.S.A., Kingston, Ont.	Bull Rock, N. Y., Lake Ontario.	Sprang a leak and was beached. Owner, C.C. Simmons.	....	Part (s) (c)	1,500 1,700
Oakville, Put into Erie Bay.	Erie Bay, Lake Erie.....	Stranded. Master, C. H Marlett.	....	Part,	500
Prince Albert, Sask., Winnipeg, Man.	Grand Rapids, Saskatchewan River.	Hit a rock in the rapids...	....	Part,	360
Fort William, Montreal, Que.	Bend above Port Robinson, Welland Canal.	Collision with SS. *Fairmount.* Master, J.E. Mann.	....	Trifling.	
In Lock in Sault Ste. Marie Canal.	Canadian Lock, Sault Ste. Marie, Ont.	*Perry G. Walker* ran into and carried away lower gate of lock. *Assiniboia* was damaged by force of water.			
Hodson Siding, Temiskaming.	Temiskaming, Canada.....	Burned. Master, John Freiney.	...	Total.	
Kingston, Ont., Oswego, N.Y., U.S.A.	Kingston Harbour, Ont...	Ran into Cataraqui Bridge. Master, Simmons.	..	Part,	300
In winter quarters South East Bay, Lake Nippissing, Ont.	.....	Burnt.....		Total,	13,000
Kingston, Sarnia, Fort William, Ont.	Canoe Point, Mich., U.S.A., Lake Huron.	Stranded in smoke. Manager, J. W. Norcross.	....	Part (s) (c)	18,000 34,000
Fort William, Ont., Montreal, Que.	North Channel, E. of Prescott, River St. Lawrence.	Struck a rock. Owner, F. E. Hall.	....	Part (s) (c)	10,000 1,400
Kingston, Ont., Port Colborne, Toledo, O., U.S.A.	2 miles E. of Port Colborne, Lake Erie.	Stranded on a shoal through stress of weather.	....	None.	
Montreal, Que., Detroit, Mich.	Lachine Canal, Que.....	Collision with C. P. R. Bridge.	...	Part, (s)	2,000
Marquette, Mich., Conneaut, O., U.S.A.	Canadian Lock, Sault Ste. Marie, Ont.	*Perry G. Walker* carried away lower gate of lock. *Crescent City* damaged by force of water.	....	Part (c)	150,000
Cleveland, Erie, Pa., U.S.A.	Near Cleveland.....	Stranded. Master, R. Jealt.	...		
Montreal, Que., Belleville, Ont., Toronto, Ont.	Inside Presque Isle Light, Lake Ontario.	Stranded..	...	No damage.	
Wallaceburg, Ont., Walkerville, Ont., Detroit, Mich.	Off Walkerville, Detroit River, Canada.	Collision with Str. *Ariel.* Master, Alex. Allen.	....	Part.	
Wiarton, Cape Croker.....	Cape Croker, Georgian Bay.	Burnt. Capt. Eldridge...	....	Total,	1,800
Kingston, Ont., Fort William, Ont.	Above Port Robinson, Welland Canal.	In collision with SS. *Arabian.* Master, P.C. Telfer.	....	Part,	5,000
Montreal, Que., Belleville, Ont., Toronto, Ont.	Toronto, Harbour, Ont....	Collided with and sunk SS. *John Hanlan.* Master, W. H. Anderson.	...	None.	

STATEMENT of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1909.		Yrs			
June 24..	Haddington ..... (116,764)	5	Toronto, Ont	None, steam, steel	1,010
1908.					
Oct. 24..	Iroquois ..... (116,364)	6	Goderich, Ont	Wood, steam.....	152
1909.					
June 18..	J. H. Upham..... (126,046)	19	Port Arthur, Ont.....	None, wood, steam.....	14
June 30..	John Hanlan..... (85,519)	25	Toronto, Ont.....	Wood, steam.....	25
June 11..	John Randall..... (117,121)	4	Kingston, Ont.....	None comp. steam.....	76
Jan. 5..	John P. Douglass ..... (126,079)	1	Vancouver, B.C	Wood steam.....	149
1908.					
Sept. 6..	King Edward. ..... (113,897)	7	St. John's Nfld	Iron, steam.....	449
Aug. 14..	La Reine..... (121,779)	....	Winnipeg, Man.....	Wood, steam.....	15
1909.					
April 30..	Laprairie..... (103,107)	15	Montreal, Que.....	Wood, steam	372
1908.					
Oct. 20..	Mary Ann Lydon..... (71,162)	32	Kingston, Ont.....	Schr., wood sail.....	180
1907.					
Nov. 12..	Neepawah..... (102,579)	4	Glasgow, G.B.	Steel, steam	1,190
1908.					
Aug. 16..	Neepawah..... (102,579)	5	Glasgow, G.B.....	Steel, steam	1,190
Nov. 16..	Pascal P. Pratt..... (150,424)	....	Fairport, U.S.A.....	None, wood, steam.....	1,642
July 7..	Pontiac..... (111,864)	7	Ottawa, Ont.....	Wood, steam.....	96
1909.					
May 2..	Pauline..... (116,611)	2	Dawson, Y.T.	None, wood, steam.....	91
June 9..	Perry G. Walker.....	6	Fairport, O., U.S.A	None, steel, steam	3,143
1908.					
Aug. 6..	Premier..... (103,652)	12	Winnipeg, Man.....	Wood, steam.....	282
1907.					
July 2..	Prescott..... (107,900)	17	Montreal, Que.....	None, wood, steam	648
1908.					
Oct. 8....	Prospector..... (107,865.)	7	Dawson, Y.T.....	None, wood, steam.....	165

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Continued.*

Port sailed from. Port bound to.	Place where casualty happened.	Cause and nature of casualty	Lives lost and saved.	Remarks.	$
Port Arthur, Ont., Prescott, Ont., Montreal, Que.	Head of Rapide Plat. St. Lawrence.	Struck bottom entering Rapids and lost shoe and rudder.	....	Part,	7,000
Manitowaning, Little Current, Cutley, Ont.	McBean Channel, 10 m. E. Spanish Mills, Georgian Bay.	Burnt. Master, Mackie...	....	Total,	15,000
Port Arthur, Coasting.....	½ m. E. Point, Porphery hight, Lake Superior.	Stranded. Master, T. D. Cartland.	....	Part,	800
Lying at her dock at foot of Bay St., Toronto, Ont., the vessel, a Ferry Steamer.	....	Run into and sunk by SS. *H. M. Pellatt.*	...	Part,	5,000
Smith's Falls, Ont., Kingston, Ont., Oswego, N.Y., U.S.A.	Between Pigeon Island Light and Main Ducks Lake Ontario.	Engine disabled. Master, John Randall.	....	Part,	33
Harrison Mills Chilliwack, B.C.	¼ mile below Harrison River, Fraser River, B.C.	Burnt. Master, C. Myres.	....	Total.	
Kincardine, Ont., Southampton.	Southampton, Ont.....	Stranded. Master, W. Bennett.	....	No damage.	
In the Red River close to the bank opposite Riverview Hotel.	....	Burnt.....	..	Total.	
Montreal, Que., Laprairie.	Just above Victoria Bridge. Montreal, Que.	Stranded. Master, J. Lacouture.	....	Part,	2,000
Kingston, Ont., Charlotte N.Y.	W. N.W. 4½ miles from Genesee River, Saint Lawrence.	Stranded in thick smoke...	....	Part.	
Montreal, Que.....	Lock-Lachine Canal, Ont..	Collision with lock.....	....	No damage.	
Prescott, Ont., Otter Head..	Bird Bay Point, Lake Superior.	Filled with water and stranded.	...	Part,.	250
Buffalo U.S.A., Millwaukee, U.S.A.	1½ miles W. N.W. from Long Point Light, Lake Erie.	.....	....		
.....	On Chats Lake, Ont.	Burnt. Master, Leo Tanquay.	....	Total,	14,000
White Horse, Dawson, Y.T..	Yukon River.....	Stranded.....	...	No damage.	
Lorain, O.. Duluth, Main....	Canadian Lock, Sault St. Marie, Ont.	Ran into lower lock and partially dammaged by rest of water.	....	Part,	8,000
Selkirk, Man., Warren's Landing.	Dominion Fish Co., Dock, Lake Winnipeg.	Burnt, official enquiry....	...	Total,	34,000
Prescott, Ont., Cornwall, Ont., Montreal, Que.	Entrance to Lachine Canal, Montreal, Que.	Collision, SS. *Hamma*.....	.	Part,	7,000
White Horse, Minto Post, Dawson, Y.T.	Hellgate, Yukon River, Y.T.	Struck loose boulder. Master, C. Bloomguish.	..	Part,	2,500

STATEMENT of wrecks and casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of casualty.	Name of ship.	Age of ship.	Port of registry.	How rigged. — Iron or wood. — Steam or sailing.	Register tonnage.
1907		Yrs			
Oct. 15...	Rheata. .. .. (116,268.)	27	Midland, Ont.....	Wood, steam	18
1908.					
Mar. 16 ..	Robert McDonald. . ... (94,921.)	18	Kingston, Ont.....	None, wood, steam	50
Nov. 8 ...	Rosemount..... (103,565.)	12	Montreal, Que	Str. iron, steam.....	989
1909.					
May 1 ...	St. Louis... . . .. (75,636.)	30	St. Catharines, Ont..... ..	Schr. wood, sail.....	334
Jan. 16...	Tecumseh . ..... (80,774.)	36	Sarnia, Ont.....	None, wood, steam... .	530
1908.					
Oct. 1.....	Telegram..... (85,497.)	23	Collingwood, Ont.....	Str. wood, steam.....	134
Nov. 10...	Temiskaming ..... (107,385.)	9	Ottawa, Ont.....	None, wood, steam	213
1909.					
June 28 ..	Tempest 2nd.....	...	American.....	" "	.....
1908.					
Nov. 23 ..	W. E. Gladstone..... (78,026.)	26	Owen Sound, Ont.....	" "	30
1907.					
May 9 ...	W. L. Davis ..... (96,811.)	25	Sault Ste. Marie, Ont.	Str. wood, steam.....	37
1908.					
Oct. 9	Wahcondah..... ..... (102,577.)	5	Glasgow, G.B.	Steel, steam	996
1909.					
June 14...	Wyoming.....	....	American.....	Wood, steam	1739

Number of	Vessels	= 51
"	Tons	= 31,783
"	Lives lost	= 11
Amount of	Damage reported	= $359,383

and foreign sea-going vessels in Canadian waters and to Canadian sea-going vessels months ending June 30, 1909—*Concluded.*

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of casualty.	Lives lost and saved.	Remarks.	$
Midland, doing work around the harbour.	Midland Harbour, Georgian Bay.	Burnt.....		Total,	1,500
Kingston, Ont., Sackets Harbour.	Bull Rock, Lake Ontario..	Burnt, Master, John Guild ...		Part,	2,500
Fort William, Ont., Sault Ste. Marie, Kingston.	Near Neebush Channel, Hay Lake, U.S.A.	Grounded. Master, A. D. Muir.	...	No damage.	
Oswego, N.Y., Bronte, Ont.	Gibraltar Point, Toronto Island, Lake Ontario.	Stranded. Master, Williamson.	....	Part,	500
Laid up in winter quarters—Goderich Harbour, Ont.	....	Burnt, owners	..	Total,	
Owen Sound, Rattlesnake Harbour.	Fort William, Ont.	Stranded. Master, A. Wagh	....	Total,	12,000
Hailebury, Ont., Temiskaming, Ont.	3 miles above Temiskaming Station Ont.	Boiler exploded.....	....	Part,	
Cleveland, O., U.S.A., Parry Sound, Ont.	Galnas dock, Parry Sound, Ont.	Burnt...	....	Total,	
Lions Head, Ont.....	....	While lying at the dock boat swamped by heavy sea.	...	Total,	4,000
. ...	....	Stranded in Lake Superior. Master, J. Rousseau.	....	Total,	1,500
Duluth, Montreal, Que.....	Frances Point, St. Lawrence.	Stranded. Pilot, D. H. Rankin.			
Muskegan, Mich., Cleveland, O., U.S.A.	Lime Kiln Crossing Detroit River.	Stranded. Master, Crockett	....	Part,	unknown

APPENDIX No. 44.

LIST of certificates of competency issued to masters and mates of inland and coasting vessels, from April 1, 1908, to March 31, 1909.

Number of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1909.					$ cts.
5474	April 1..	George A. Hammond...	Master, T. C.....	Kingston. Ont.....	Kingston, Ont.....	5 00
5475	" 1..	Rene Pelletier	Master....	Quebec, P.Q.....	Quebec, P.Q.....	15 00
5476	" 1..	Nazaire Edson Angers ..	Mate.....	Ste. Anne de la Pérade, P.Q	Ottawa, Ont.....	6 00
5477	" 1..	Ferdinand Mallette.....	Master....	Graham, P.O	"	15 00
5478	" 1..	Eudore Tousignant.....	Mate.....	Montreal, F.Q.....	Montreal, P.Q.....	6 00
5479	" 1..	Roy McLean Miller.....	Master....	Toronto, Ont.....	Toronto, Ont.....	15 00
5480	" 1..	David Langford.....	Mate.....	Baysville, Ont.....	"	6 00
5481	" 1..	Henry Daryaw.....	Master....	Kingston, Ont.....	"	6 00
5482	" 3..	William Henry Jago....	" T.C.	Huntsville, Ont.....	"	5 00
5483	" 3..	Charles Gray.....	"	Lakefield, Ont.....	"	15 00
5484	" 3..	Samuel Pearson	Mate. ...	Peterboro, Ont.....	"	6 00
5485	" 3..	Wm. Edward Beaton...	Master....	Ottawa, East, Ont....	Ottawa, Ont.....	15 00
5486	" 6..	Michael Murphy.....	Mate.....	Charlottetswn, P.E.I..	Charlottetown, P.E.I	6 00
5487	" 11..	Frederick John Burke...	Master....	Midland, Ont.....	Collingwood, Ont...	15 00
5488	" 11..	Jacob Iversen.....	"	Vancouver, B.C.	Vancouver, B.C. ...	15 00
5489	" 11..	A. Bucher Lambeth.....	Mate. ..	Deer Islands, N.B	Yarmouth, N.S.....	6 00
5490	" 11..	Frederick Langford.	"	Victoria, B.C.....	Victoria, B.C.....	6 00
5491	" 11..	James S. Goodfellow .	Master....	Chatham, N.B.....	Yarmouth, N.S....	15 00
5492	" 11..	John A. Hines.....	Mate.....	Noel Hants Co., N.B..	"	6 00
5493	" 11..	Charles Dante Phillips...	"	Victoria, B.C.....	Victoria, B.C.....	6 00
5494	" 13 .	Lazare Duguay.....	"	Little Lameque, N.B..	Halifax, N.S.	6 00
5495	" 13..	Paul Zillinski.....	Master....	Vancouver, B.C.....	Vancouver, B.C.....	15 00
5496	" 13..	Calvin Kenny.....	Mate.....	Sheet Harbour, N.S...	Halifax, N.S.....	6 00
5497	" 13..	George Rutherford.....	"	Rosseau, Ont.....	Ottawa, Ont	6 00
5498	" 13..	Richard S. Fisher.....	Master....	Collingwood, ont.....	Collingwood, Ont. ..	15 00
5499	" 13..	William Cook..... ...	" T.C.	Granville, Ont.....	Ottawa, Ont.....	5 00
5500	" 14..	Henry John Stephens...	"	London, Ont.....	Windsor, Ont.....	15 00
5501	" 14..	François Xavier Manseau	"	Sorel, P.Q.....	Ottawa, Ont... ...	15 00
5502	" 14..	Olivier Angers.....	"	Ste. Anne de Bellevue, P.Q	"	15 00
5503	" 14..	Stephen McDonald.	Mate.....	Halifax, N.S	Yarmouth, N.S.	6 00
5504	" 25..	Joseph Blais..	Master...	Berthier en Haut.	Quebec, P.Q.....	15 00
5505	" 25..	Moïse Guerin.	Mate.....	Laprairie, P.Q.....	Ottawa, Ont.....	6 00
5737	Mar. 8..	Edward R. Jordan.....	"	Owen Sound, Ont.....	Collingwood, Ont....	6 00
5738	" 8..	Amedée Mallette., ...	Master....	Rigaud, P.Q.....	Ottawa, Ont.....	15 00
5739	" 8..	George H. Long.....	"	Maxwell, Ont	Collingwood, Ont....	15 00
5740	" 8..	Rudolph LeBlanc.....	" .-..	Tusket Wedge, N.S...	Yarmouth, N.S....	15 00
5741	" 8..	Angus C. Publicover....	"	La Have, N.S	"	15 00
5742	" 11..	Joseph Nadon.....	" T.C.	Montebello, P.Q.....	Ottawa, Ont.....	5 00
5743	" 11..	Honoré Carbonneau.....	Mate.....	Berthier en Bas, P.Q..	"	6 00
5744	" 11..	Joseph Blais.....	Master....	Berthierville, P.Q.....	"	15 00
5745	" 11..	Albert E. Laking.	Mate.....	Midland, Ont	Collingwood, Ont. ..	6 00
5746	" 11..	Norman J. Bury.....	"	Sombra, Ont.....	Windsor, Ont	6 00
5747	" 11..	Henry J. Stacey.....	"	Vancouver, B.C.....	Vancouver, B.C.....	6 00
5748	" 11..	Darius Barry.....	"	"	" ...	6 00
5749	" 11..	Sydney A. Harris.....	"	"	"	6 00
5750	" 11..	Thomas G. Honess.....	"	Strathcona, Alta... .	Edmonton, Alta	6 00
5751	" 11..	Marshall H. Robson	Master....	Tora, Ont.....	Windsor, Ont.....	15 00
5752	" 11..	Wilbert Makey.	Mate.....	Blenhein, Ont.....	"	6 00
5753	– 11..	William J. Stitt.....	Master....	Prescott, Ont	Montreal, P.Q.. ..	.....
				Carried forward...	....	.....

SESSIONAL PAPER No. 23

LIST of certificates of competency issued to masters and mates of inland and coasting vessels, from April 1, 1908, to March 31, 1909.—*Continued.*

Number of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1909.					$ cts.
				Brought forward		
5704	Feb. 22	John Lawrence	Master	Collingwood, Ont	Collingwood, Ont	15 00
5705	" 22	James N. Sheets	"	"	"	15 00
5706	" 23	James Adams	"	"	"	15 00
5707	" 23	Francis S. Middleton	Mate	Edenvale, Ont	"	6 00
5708	" 23	John Logie	Master	Southampton, Ont	"	15 00
5709	" 23	Albert B. Dick	Mate	Fergus, Ont	"	6 00
5710	" 23	Charles F. Baker	Master	Collingwood, Ont.	"	15 00
5711	" 23	Hubert Coffin	Mate	Halifax, N.S	Halifax, N.S	6 00
5712	" 23	Ernest Shannon	"	Collingwood, Ont	Collingwood, Ont	6 00
5713	" 23	Adam W. Hopps	Master	"	"	15 00
5714	Mar. 3	Charles Gaerdes	Mate	Vancouver, B.C	Vancouver, B.C	6 00
5715	" 3		Master	"	"	15 00
5716	" 3	Samuel Dawe	Mate	"	"	6 00
5717	" 3	Ebenezer Carnie	Master	"	"	15 00
5718	" 3	William I. Isherwood	"	Fort Frances, Ont	West Selkirk, Man.	15 00
5719	" 3	James Cunningham	Mate	Victoria, B.C	Victoria, B.C	6 00
5720	" 3	George W. Miller	"	Halifax, N.S	Halifax, N.S	6 00
5721	" 3	Donald McKay	"	Silcote, Ont	Collingwood, Ont	6 00
5722	" 3	Jeremiah C. Shaw	Master	Victoria, B.C	Victoria, B.C	15 00
5723	" 3	James E. Noël	Mate	"	"	6 00
5724	" 3	Richard S. Griffiths	Master	"	"	15 00
5725	" 3	Andrew Johnstone	Mate	Vancouver, B.C	Vancouver, B.C	6 00
5726	" 8	Alexander Blakley	Master	Golden, B.C	Toronto, Ont	15 00
5727	" 8	William J. McKay	"	Owen Sound, Ont	Windsor, Ont	15 00
5728	" 8	Robert H. Carson	"	"	"	15 00
5729	" 8	Edward W. Murphy	Mate	Midland, Ont	Collingwood, Ont	6 00
5730	" 8	Nelson McGlennon	"	Toronto, Ont	Toronto, Ont	6 00
5731	" 8	Alfred G. Tinline	"	"	"	6 00
5732	" 8	James E. Wright	Master	"	"	15 00
5733	" 8	Joseph Tessier	"	Ottawa, Ont	Ottawa, Ont	15 00
5734	" 8	Wm. A. Richmond	"	Parry Sound, Ont	"	15 00
5735	" 8	" "	Mate	"	"	6 00
5736	" 8	Arthur Lalonde	"	Montreal, P.Q	"	6 00
5671	Feb. 2	Robert H. Pickering	Mate	Collingwood, Ont	Collingwood, Ont	6 00
5672	" 2	Donald A. Kennedy	"	"	"	6 00
5673	" 2	John Alexander Brown	Master	"	"	15 00
5674	" 2	John Murphy	Mate	Toronto, Ont	Toronto, Ont	6 00
5675	" 2	Chas. Thos. Duke	"	Port Carling, Ont	"	6 00
5676	" 2	Harold F. Halifax	"	Collingwood, Ont	Collingwood, Ont	6 00
5677	" 2	Wilbert L. Cook	"	"	"	6 00
5678	" 2	Oscar Wing	"	Parry Sound, Ont	Toronto, Ont	6 00
5679	" 2	Amedee Mallette	Master	Rigaud, P.Q	Ottawa, Ont	15 00
5680	" 13	Wm. John Britton	Mate	Meaford, Ont	Toronto, Ont	6 00
5681	" 13	Donald C. McLachlan	Master	Parkhill, Ont	"	15 00
5682	" 13	Daniel Nolan	Mate	Owen Sound, Ont	Collingwood, Ont	6 00
5683	" 13	James W. McTaggart	"	Chester, Ont	Toronto, Ont	6 00
5684	" 13	John King	Master	Waubaushene, Ont	Collingwood, Ont	15 00
5685	" 13	Manning Trask	"	Little River, N.S	Yarmouth, N.S	15 00
5686	" 13	George Bunting	Mate	Collingwood, Ont	Collingwood, Ont	6 00
5687	" 13	William Montgomery	"	"	"	6 00
5688	" 13	Calvin B. Honsberger	"	"	"	6 00
5689	" 13	Clair D. Baker	"	Margaretville, N.S	Yarmouth, N.S	6 00
5690	" 13	William E. Cornett	"	Owen Sound, Ont	Collingwood, Ont	6 00
5691	" 13	Herald S. Kennedy	"	Collingwood, Ont	"	6 00
5692	" 13	Wesley Adams	"	Hawkestone, Ont	"	6 00
5693	" 13	Norman McKay	"	Owen Sound, Ont	Toronto, Ont	6 00
5694	" 13	Daniel Lundahl	"	La Have, N.S	Yarmouth, N.S	6 00
5695	" 13	John Smith	Master	Collingwood, Ont	Collingwood, Ont	15 00
5696	" 13	Martin Olsen	Mate	Montreal, P.Q	Montreal, P.Q	6 00
5697	" 22	Thomas S. Patterson	"	Collingwood, Ont	Toronto, Ont	6 00
5698	" 22	Harold A. Patterson	"	Toronto, Ont		6 00
				Carried forward		

LIST of certificates of competency issued to masters and mates of inland and coasting vessels, from April 1, 1908 to March 31, 1909.—*Continued.*

Number of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
						$ cts.
				Brought forward	....	.....
5699	Feb. 22.	Claud V. Pratt.....	Mate.....	Vancouver, B.C.....	Vancouver, B.C.....	6 00
5700	" 22..	Amos Girdwood	"	Collingwood, Ont.....	Collingwood, Ont...	6 00
5701	" 22.	John S. Cope.....	Master....	Vancouver, B.C. ...	Vancouver, B.C....	15 00
5702	" 22..	Joseph G. Leduc.....	Mate.....	Montreal, P.Q.....	Montreal, P.Q.....	6 00
5703	" 22..	William S. Malley.....	Master...	Campbellton, N.B....	Yarmouth, N.S.....	15 00
5638	Jany. 20..	Samuel J. Gordon.....	"	Owen Sound, Ont.....	Collingwood, Ont. ..	15 00
5639	" 20..	Thomas E. Paget.....	Mate....	Big Island, Ont.	Windsor, Ont.....	6 00
5640	" 20..	James A. Sneath.....	"	St. Catharines, Ont....	Toronto, Ont.....	6 00
5641	" 20..	Robert J. Wilson.	" . ..	Midland, Ont.....	"	6 00
5642	" 20..	James Darling.....	Master....	Collingwood, Ont.....	"	15 00
5643	" 20.	Fred Dalby.....	Mate....	Toronto, Ont.....	"	6 00
5644	" 20..	Frederick J. Marigold ..	"	Penetanguishene, Ont.	Collingwood, Ont....	6 00
5645	" 20..	Frank K. Crosby. . ..	"	Yarmouth, N.S.....	Yarmouth, N.S.....	6 00
5646	" 20..	Harry Finn....	"	Owen Sound, Ont. ...	Collingwood, Ont...	6 00
5647	" 20..	Jacob B. Singleton.....	Master....	Vancouver, B.C.....	Vancouver, B.C.....	15 00
5648	" 20..	William H. Phillips.....	Mate.....	Kingston, Ont.....	Ottawa, Ont...	6 00
5649	" 20..	Dassise Rochon.	"	Montreal, P.Q	"	6 00
5650	" 20..	J. B. Cloride Haymond..	"	Melocheville, P.Q.....	"	6 00
5651	" 20..	William E. Girard	"	Midland, Ont.	Collingwood, Ont...	6 00
5652	" 20 .	William H. Cousins.....	Master....	Little Current, Ont...	Toronto, Ont.	15 00
5653	" 20..	Arthur Geo. Cousins....	Mate.....	Belleville, Ont..	Ottawa, Ont.....	6 00
5654	" 20..	Willie Brais.....	"	Beauharnois, P.Q.	Montreal, P.Q .	6 00
5655	" 20..	Charles D. A. Barber. ..	Master....	Athabasca, Alb.....	Ottawa, Ont... ...	15 00
5656	" 20.	William Srigley.....	Mate.....	Elmvale, Ont.	Collingwood, Ont...	6 00
5657	" 20..	Marcelin Robineault	Master....	Melocheville, P.Q.....	Montreal, P.Q	15 00
5658	Feb. 2..	Thorvald Aaroe.....	"	Victoria, B.C.....	Victoria, B.C.....	15 00
5659	" 2..	Daniel McLaine	Mate.....	Halifax, N.S.	Halifax, N.S.....	6 00
5660	" 2..	Joseph McBride.....	"	Midland, Ont.....	Toronto, Ont.....	6 00
5661	" 2..	William Liddell.	"	Kingston, Ont.....	Montreal, P.Q	6 00
5662	" 2..	Alphonse Poirier.....	Master....	Ottawa, Ont.....	Ottawa, Ont.....	15 00
5663	" 2 .	George Bussey.....	"	Toronto, Ont...	Toronto, Ont.....	15 00
5664	" 2..	John Richardson.....	"	Victoria, B.C..... ...	Victoria, B.C.....	15 00
5665	" 2..	George Findlay.....	Mate.....	Corunna, Ont.....	Windsor, Ont.....	6 00
5666	" 2..	Wendell James Brown..	"	"	"	6 00
5667	" 2..	Mitchael McCormick....	Master....	Collingwood, Ont.....	Collingwood, Ont...	15 00
5668	" 2..	Arthur A. Hudson.....	Mate...	Midland, Ont..... ...	" ...	6 00
5669	" 2 .	John L. McPherson.....	"	Massie, Ont.....	" ...	6 00
5670	" 2..	David Dick.	"	Fergus, Ont	" ...	6 00
5605	Oct. 22..	Ralph E. Sabean.	Mate.....	Yarmouth, N.S..	Yarmouth, N.S.....	6 00
5606	" 22..	Allan Hains	Master....	Richibucto, N.B.....	North Sydney, N.S .	15 00
5607	" 22..	Hugh S. McLellan.....	Mate....	Vancouver, B.C	Vancouver, B.C	6 00
5608	" 22..	Telesphore Martin.....	Master, T. C ...	Point Fortune, Que....	Montreal, P.Q	5 00
5609	" 22 .	John Fraser	Master, T. C	Parry Harbour, Ont...	Collingwood, Ont...	5 00
5610	" 27..	Thomas Rippon...	Master....	Vancouver, B.C.....	Victoria, B.C.....	15 00
5611	Nov. 13..	William Duncan.....	" ...	New Westminster, B.C.	Vancouver, B.C.....	15 00
5612	" 13..	Rufus Mosher	" ...	Prince Albert, Sask..	West Selkirk	15 00
5613	" 19..	Duncan Mitchell.....	" ...	Blind River, Ont.....	Toronto, Ont	15 00
5614	" 19..	William Lowe....	" ...	Thessalon, Ont.....	"	15 00
5615	" 19..	Louis LeBlanc..... ..	" ...	Tusket Wedge, N.S...	Yarmouth, N.S.....	15 00
5616	" 19..	John Finlay...	Mate.....	Vancouver, B.C	Vancouver, B.C.....	6 00
5617	" 19..	John Finlay..... .	Master....	"	"	15 00
5618	" 19.	Francis J. Davitte	" ...	Victoria, B.C.....	Victoria, B.C.....	15 00
5619	Dec. 1..	Joseph E. Blackburn....	" ...	Chicoutimi, Que	Quebec, P.Q.....	15 00
5620	" 17..	Ernest N. Russel.... ..	" ...	Golden, B.C.....	Victoria, B.C. . ..	15 00
5621	" 17..	John Angus McDonald..	" ...	Kaslso, B.C	"	15 00
5622	" 17..	John Buchanan.....	Mate.....	Toronto, Ont	Toronto, Ont.....	15 00
5623	" 17..	Wm. F. Pickard.... ...	Master....	Bronte, Ont	"	15 00
5624	" 17..	Leonard A. Hains	Mate.....	Richibucto, N.B.....	Yarmouth, N.S.....	6 00
5625	" 17..	Leonard A. Hains	Master....	"	"	15 00
				Carried forward	.....	.. ....

SESSIONAL PAPER No. 23

LIST of certificates of competency issued to masters and mates of inland and coasting vessels, from April 1, 1908, to March 31, 1909.—*Continued.*

Number of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1908.					$ cts.
				Brought forward..	.....	.....
5626	Dec. 17..	Achille Gosselin	Mate....	Deschambault, P.Q....	Montreal, P.Q.....	6 00
5627	" 17..	James A. Bowes.....	"	Dartmouth, N.S	Halifax, N.S	6 00
5628	" 17..	Henry G. Waters.	"	Grand Manan, N.B...	Yarmouth, N.S.....	6 00
5629	" 17..	Wallace J. Naas..	"	Halifax, N.S...	Halifax, N.S.....	6 00
5630	" 17..	Armand Patenaude.....	Master....	Montreal, P.Q.....	Ottawa, Ont.....	15 00
5631	" 17..	Alexander Feader.....	" ...	Cardinal, Ont.....	"	15 00
	1909.					
5032	Jan. 4 .	Nazaire E. Angers.....	" ...	St. Anne de la Perade, P.Q	"	15 00
5633	" 4..	Ernest Tremblay.....	Mate.....	Murray Bay, P.Q.....	"	6 00
5634	" 20..	John Galloway	"	Sault St. Marie, Ont..	Collingwood, Ont....	6 00
5635	" 20..	Charles Wm. Watts.....	"	Vancouver, B.C ..	Vancouver, B.C.....	6 00
5636	" 20..	William A. Lavigne .. .	Master...	Midland, Ont.....	Ottawa, Ont.....	15 00
5637	" 20..	George J. Hawes.....	" ...	Victoria, B.C.....	Victoria, B.C... ..	15 00
5572	Aug. 15..	Leon A. Denotement....	Master....	West Pubnico, N.S...	Yarmouth, N.S.....	15 00
5573	" 15..	Bernard McKillop	" ...	Vancouver, B.C.. ...	Vancouver, B.C.....	15 00
5574	" 15..	John Henry Blakeney...	" ...	Halifax, N.S.	Yarmouth, N.S.....	15 00
5575	" 15..	Alexander Larsen.	" ...	Piperville, Ont.....	Timiskaming, Ont ..	15 00
5576	" 15..	George A. Deighton.....	" ...	Van Anda, B.C.....	Victoria, B.C.....	15 00
5577	" 15..	Selby Soules.....	" ..	Comaplix, B.C.....	Nelson, B.C..... ..	15 00
5578	" 15..	Joseph Harris Daball...	Master, T. C	Parry Sound, Ont.....	Collingwood, Ont...	5 00
5579	" 15..	Walter H. Wright	Master...	Arrowhead, B.C	Victoria, B.C.....	15 00
5580	" 15.	Charles H. Smith.....	Master, 'Licensed'	Barrington Passage, N.S.....	Yarmouth, N.S.....	15 00
5581	" 15..	W. H. D. Haig Smellie..	Master....	Nelson, B.C.....	Nelson, B.C....	15 00
5582	" 15..	Arthur Slater	" ...	Victoria, B.C.....	Victoria, B.C.....	15 00
5583	" 15..	Joseph Royal Smith.....	" ...	Pembroke, Ont...	Ottawa, Ont	15 00
5584	" 24..	Louis Dusome	Master, T. C... ...	Penetanguishene, Ont..	Collingwood, Ont....	5 00
5585	" 27..	Malcolm McLeod.....	Master....	Slocan, B.C	Victoria, B.C..... .	15 00
5586	Sept. 2 .	Coral Ashton Lyons.....	Mate.....	Port Stanley, Ont.....	Ottawa, Ont.....	6 00
5587	" 2..	Murdoch Seaman	Master....	Okanagan Land'g, B.C.	Nelson, B.C.....	15 00
5588	" 11..	Oscar Cameron.....	Mate	James Bay, Victoria, B.C.....	Victoria, B.C.....	6 00
5589	" 11..	Douglas M. Wasson.....	Master....	Nelson, B.C.....	Nelson, B.C..... ..	15 00
5590	" 14..	John Standley.....	Master, T. C	Banff. Alta.....	Kenora, Ont.	5 00
5591	" 19..	Charles Fitzgerald	Mate, Fore and Aft.	Georgetown, P.E.I....	Charlottetown, P.E.I	6 00
5592	" 19..	William P. Simpson.....	Mate.	Selkirk, Man.....	West Selkirk, Man..	6 00
5593	" 21 .	Tracy D. Cartland.....	Master....	Port Arthur, Ont.....	Port Arthur, Ont....	15 00
5594	" 22	Duncan Clark.....	" ..	Victoria, B.C.....	Victoria, B.C.....	15 00
5595	" 22..	Henry Barker.....	Mate.....	"	"	6 00
5596	" 25..	Mouton Sampson.....	"	North Hatley, P.Q....	Ottawa, Ont.....	6 00
5597	" 25..	Frederick J. Brown.....	Master....	Vancouver, B.C.....	Vancouver, B.C. ...	15 00
5598	" 28.	Joseph Brown.	" ...	"	"	15 00
5599	Oct. 3..	John Wesley Smith.....	Mate.....	Belleville, Ont.....	Ottawa, Ont.....	6 00
5600	" 5..	Leon Lemay	Master....	St. Jeans de Chaillons P.Q	Quebec, P.Q.....	15 00
5601	" 6..	George Hammond.....	" ...	Kingston, Ont.....	Kingston, Ont.....	15 00
5602	" 22.	James D. Anderson.....	Mate. . .	Windsor, Ont.....	Windsor, Ont... ...	6 00
5603	" 22..	Joseph A. Parent..	" ...	"	"	6 00
5604	" 22..	George B. Jones	" ...	Clementsport, N.S....	Yarmouth,N.S.....	6 00
5539	June 22..	Frederick R. Springall..	Master.. .	Vancouver, B.C.	Victoria. B.C.....	15 00
5540	" 27..	James M. Shackelton....	" T.C.	Dryden, Ont.....	Kenora, Ont.....	5 00
5541	July 9..	Harold G. Cooper.....	" T.C.	Royal Muskoka, Ont...	Toronto, Ont.....	5 00
5542	" 9..	William Friday	" T.C.	Temagami, Ont.....	Ottawa, Ont	5 00
				Carried forward...	....	....

LIST of certificates of competency issued to masters and mates of inland and coasting vessels, from April 1, 1908, to March 31, 1909.—*Continued.*

Number of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1909.					$ cts.
				Brought forward		
5543	July 10..	Gilbert Wetmore	Mate	Clifton, N.B.	Ya mouth, N.S.	6 00
5544	" 10..	Edmund J. Parsons	Master	Victoria, B.C.	Vancouver, B.C	15 00
5545	" 10..	Victor Gendron	"	St. Hubert, P.Q.	Quebec, P.Q.	15 00
5546	" 10..	Stephane Boily	"	Baie St. Paul, P.Q.	"	15 00
5547	" 14..	Ralph F. Forrest.	Mate	West Selkirk, Man.	West Selkirk, Man,.	6 00
5548	" 15..	George Grise	Master, T. C.	Midland, Ont.	Penetanguishene,Ont	5 00
5549	" 17..	John H. Aspinall.	Mate	Mount Pleasant, B.C.	Vancouver, B.C.	6 00
5550	" 17..	John H. Aspinall	Master	" "	"	15 00
5551	" 17 .	John Otto Biemiller.	"	Rondeau, Ont	Windsor, Ont.	15 00
5552	" 17..	Robert Atkinson	"	Port Guichon, B.C.	Vancouver, B.C.	15 00
5553	" 17..	Harold G. Bailey	Mate	Gravenhurst, Ont.	Toronto, Ont	6 00
5554	" 27..	Charles Pilon	Master	Ste. Anne de Bellevue, P.Q.	Ottawa, Ont	15 00
5555	" 27..	Anders Janasen	"	Temiscamingue, P.Q.	Temiscamingue,P.Q.	15 00
5556	" 27..	Philip John Gutcher	Mate	North Temiscamingue, P.Q	" "	6 00
5557	" 29..	Arnold J. Plunkett.	"	Coburg, Ont	Ottawa, Ont.	6 00
5558	Aug. 4..	Allen S. Nuttall	Master Licensed.	Port Arthur, Ont.	Port Arthur, Ont.	15 00
5559	" 4..	Stephen Crosswell.	Master	Burks Falls, Ont	Scotia, J.C.	15 00
5560	" 4..	George Wm. Miller	"	North Temiscamingue, P.Q.	Temiscamingue,P.Q.	15 00
5561	" 4..	Daniel Edmund Burns.	"	Ville Marie, P.Q	" "	15 00
5562	" 4..	Grover Buel	"	Port Arthur, Ont	Port Arthur, Ont.	15 00
5563	" 4..	Robert Siddell	"	Kingston, Ont	" "	15 00
5564	" 4..	Albert William Trombley	"	Port Arthur, Ont.	" "	15 00
5565	" 4..	James D. Morrison	"	" "	" "	15 00
5566	" 7..	James W. Sutherland	Mate	North Sydney, N.S.	North Sydney, N.S.	6 00
5567	" 14..	John McLellan.	Master	Port Hood, C.B.	" "	15 00
5568	" 15..	Alexander G. McDonald.	Mate	Okanagan, Landing, B.C.	Nelson, B.C	6 00
5569	" 15..	Joseph Jennet	Master	Goldsboro, N.S	Halifax, N.S	15 00
5570	" 15..	Nelson D. Longfield	Mate	Huntsville, Ont.	Collingwood, Ont.	6 00
5571	" 15..	Mathias Mathieson	Master	Ladysmith, B.C	Victoria, B.C	15 00
5506	April 25..	Emile Boisvert	"	t. Antoine de Lotbinière, P.Q	Quebec, P.Q	15 00
5507	" 30..	Alban Robineau	Mate	Montreal, P.Q	Montreal, P.Q.	6 00
5508	May 1..	Alfred Peter Ross.	"	Bic, P.Q.	Quebec, P.Q	6 00
5509	" 1..	Frederick W. Haywood.	"	Sorel, P.Q	Montreal, P.Q	6 00
5510	" 1..	William J. Trethewey.	"	Goderich, Ont	Collingwood, Ont.	6 00
5511	" 1 .	John Patrick Murphy.	Master	Sheet Harbour, N.S.	Yarmouth, N.S.	15 00
5512	" 1..	Ruben D. Flower	Mate	Gibson, N.B.	"	15 00
5513	" 1..	James H. Alexander.	"	Sarnia, Ont.	Windsor, Ont.	6 00
5514	" 1..	Norman MacDonald.	Master	Willow Creek, Ont.	"	15 00
5515	" 1.	Septimus H. Hicks.	Mate	Humber Bay, Ont	"	6 00
5516	" 4..	Abel Pearce	Master	Strathcona, Alta	Vancouver, B.C.	15 00
5517	" 4..	Napoleon Roy	" T.C.	Vermilion, Ont.	Kenora, Ont	5 00
5518	" 6..	Thomas J. Jamieson	"	Victoria, B.C.	Victoria, B.C.	15 00
5519	" 8..	Edward M. Miller	" T.C.	Peninsula, P.Q.	Ottawa, Ont	5 00
5520	" 12..	Thomas Binnie	"	Hort Arthur, Ont.	Kenora, Ont	5 00
5521	" 27..	George H. Funnell	"	Gananoque, Ont	Kingston, Ont	5 00
5522	June 1..	John T. McLaine.	Mate	Charlottetown, P.E.I.	Charlottetown,P.E.I	6 00
5523	" 1..	Israel Desforges.	Master, T. C	Calumet, P.Q.	Ottawa, Ont	5 00
5524	" 10..	Narcisse Gagne	"	Port Frances, Ont	Fort Frances, Ont.	5 00
5525	" 12..	Harvey Skelton.	"	Royal Muskoka, Ont.	Toronto, Ont.	5 00
5526	" 15..	Augustus Gerow	Master	Victoria, West, B.C.	Victoria, B.C	15 00
5527	" 15..	Michael Phelan	"	Charlottetown,P.E.I.	Charlottetown,P.E.I	15 00
5528	" 28..	Charles T. Gouin.	Mate	St. Ours, P.Q.	Quebec, P.Q.	6 00
				Carried forward...		

SESSIONAL PAPER No. 23

LIST of certificates of competency, sea-going vessels, issued to masters, mates and 2nd mates, from April 1, 1908, to March 31, 1909.

Number of certificates.	Date of certificate.	Name.	Grade.	Address.	When examination was passed.	Fee.
	1908.					$ cts.
				Brought forward	....	.....
5529	June 15..	Elie Imbeault..... ...	Mate.....	Ste. Irénee, P.Q	Quebec, P.Q.....	6 00
5530	" 15..	Samuel Rowe.....	"	Toronto, Ont..... ..	Toronto, Ont..... ..	6 00
5531	" 15..	Johnny Guay.....	Master....	Lévis, P.Q.....	Quebec, P.Q.....	15 00
5532	" 15..	Adelard Girard.....	"	St. Irenee, P.Q.....	"	15 00
5533	" 15.	Geo. Alexander Laird...	" ...	Victoria, B.C.....	Victoria, B.C.....	15 00
5534	" 15..	Harry Mayle.....	Mate....	"	"	6 00
5535	" 15..	Harry P. Cousins.....	"	Digby, N.S.....	Yarmouth, N.S....	6 00
5536	" 15..	Henry A. Rhynard.....	Master....	Summerside, P.E.I...	Charlottetown,P.E.I	15 00
5537	" 15..	Francis T. Dodds.....	" T.C.	Kenora, Ont	Kenora, Ont.....	5 00
5538	" 17..	Walter W. West.....	" ...	Nelson, B.C	Nelson, B.C	15 00
3769	April 1..	Frederick A. Rice.....	Master....	Bear River, N.S.....	Yarmouth, N.S....	15 00
3770	" 11..	Harry Robert Muir.....	" ...	Shelburne, N.S.....	"	15 00
3771	" 21..	Andrew McDonald	Mate.....	Yarmouth, N.S.....	"	8 00
3772	" 28..	Roderick McDonald....	2nd Mate, S.S. only	New York, U.S.A....	"	8 00
3773	May 4..	Julius C. Hougard.....	Master...	Norway	Victoria, B.C.....	15 00
3774	June 11.	Daniel M. Macdonald...	Mate, S.S. only....	Sydney, C.B., N.S....	Yarmouth, N.S.....	8 00
3775	" 11..	John Noble Day.....	Mate, S.S. only..	Ellerslie Harrogate....	Victoria, B.C.....	8 00
3776	" 11..	Andrews Chalmers. .. .	Mate.....	Perth, Scotland.....	Yarmouth, N.S.....	8 00
3777	" 11..	Edward Walker.....	2nd Mate, S.S. only	Vancouver, B.C.....	Vancouver, B.C.....	8 00
3778	" 16..	Harry Scott.....	Mate, S.S. only ...	New York, U.S.A....	Yarmouth, N.S.....	8 00
3779	" 16..	George A. McBride. ..	2nd Mate.	Harbourville, N.S.....	"	8 00
3780	" 24..	Percy A. Stainsby.....	" .	Yorkshire, Eng.....	Victoria, B.C.....	8 00
3781	Aug. 14..	Harry Lower.	" ..	Vancouver, B.C.....	Vancouver, B.C.....	8 00
3782	July 11..	Sydney B. Corkum-....	Master....	La Have, N.S.....	Yarmouth, N.S.....	15 00
3783	" 11..	George P. Burris.....	2nd Mate.	Mid'Musquodoboit, N.S.....	Halifax, N.S.....	8 00
3784	" 11..	Alexander H. Strumm ..	Mate. ..	Mahone Bay, N.S.....	Yarmouth, N.S.....	8 00
3785	" 11..	James A. MacDonald...	Mate, S.S. only ...	New Haven	"	8 00
3786	Aug. 14..	Cecil B. Miller....	2nd Mate.	Vancouver, B.C.....	Vancouver, B.C.....	8 00
3787	" 14..	James Montgomery.....	Mate	Tacoma, U.S.A..	"	8 00
3788	" 14..	Arthur T. Willoughby..	2nd Mate.	Fern Villa, Bushey Rd., Sutton.....	"	8 00
3789	" 14..	William L. G. Lamb....	" ..	Tayview Cottage, Camoustie.....	" ...	8 00
3790	" 14..	Henry Rogers.....	" ...	Liverpool	"	8 00
3791	" 14..	William L. Taylor.....	Mate.....	Mount Florida, Glasgow	Victoria, B.C.....	8 00
3792	" 24..	John Alwyn Butler....	"	Banstead Surrey, Eng.	Vancouver, B.C.....	8 00
3793	" 24..	Wilbert A. Inness .. .	2nd Mate.	Liverpool, N.S.. .	Yarmouth, N.S.....	8 00
3794	" 24..	William Alvin McEwen	" ...	Charlottetown, P.E.I.	Halifax, N.S.....	8 00
3795	" 24..	Richard Lechner.....	2nd Mate, S.S. only	Philadelphia, U.S.A..	Montreal, P.Q.....	8 00
3796	" 27..	Thomas Edwards.....	Master....	Victoria, B.C...	Victoria, B.C.....	15 00
3797	Sept. 2..	Percival J. Pycraft.....	2nd Mate.	Liverpool, Eng . ..	" ...	8 00
3798	" 2..	Charles B. Smith.....	" ...	Vancouver, B.C.....	Vancouver, B.C.....	8 00
3799	" 11..	John Edward Johnson..	Master....	New York, U.S.A....	Yarmouth, N.S.....	15 00
3800	" 19..	Charles A. McDonald...	Mate.....	North Wales, G.B....	Halifax, N.S.....	8 00
3801	" 22..	John McLean	Master....	Victoria, B.C...	Victoria, B.C.....	15 00
3802	" 28..	Jens S. Gade.....	Mate. ...	St. John, N.B	Yarmouth, N.S.....	8 00
3803	Oct. 5....	Hans P. Christiansen....	"	Yarmouth, N.S....	"	8 00
3804	" 9....	Hugh Humphreys.	2nd Mate.	Vancouver, B.C. ..	Vancouver, B.C.....	8 00
3805	" 19 .	Charles H. Studdert	Mate....	" . .	"	8 00
3806	" 19....	Thomas Salmond.. ...	2nd Mate.	Woodside Villa, Hamilton.	Victoria, B.C.....	8 00
3807	" 19....	Percy S. Horwood.....	Mate.....	Berkshire, Eng	"	8 00
				Carried forward.....	.. ...	

LIST of certificates of competency issued to masters and mates of inland and coasting vessels, from April 1, 1908, to March 31, 1909.—*Continued.*

Number of certificate.	Date of certificate.	Name.	Grade.	Address.	Where examination was passed.	Fee.
	1909.					$ cts.
				Brought forward	....	.....
3808	Oct. 19....	Alfred Graham.....	2nd Mate.	New Glasgow, N.S....	Yarmouth, N.S.....	8 00
3809	" 19...	Frederick S. O'Brien . .	"	Lyons Brook, N.S....	"	8 00
3810	" 22....	Alfred H. Lobb.....	2nd Mate S.S. only	Vancouver, B. C.....	Vancouver, B.C....	8 00
3811	" 22....	William R. Chaplin ..	2nd Mate.	Southwold Suffolk	Victoria, B.C. ...	8 00
3812	" 27....	John Dixon.....	Mate.....	St. John, N.B.... ..	Yarmouth, N.S.....	8 00
3813	" 30....	Arthur D. Hopkirk.....	"	Vancouver, B.C	Vancouver, B.C....	8 00
3814	" 30....	Sydney E. Parsons.....	2nd Mate.	Coleman Evans City..	"	8 00
3815	Nov. 6....	John L. Johnson..	Mate.....	Tranmere, Eng.....	" .. .	8 00
3816	" 11....	Henry O. Forward.....	"	Burgeo, Nfld.....	Yarmouth, N.S.....	8 00
3817	" 11....	Walter B. McCarthy....	Mate, F. & Aft. only	Halifax, N.S.....	"	8 00
3818	" 11....	Wilbert A. Card.....	2nd Mate.	Summerville, N.S....	"	8 00
3819	" 13....	Harry Pearce.....	Mate.....	North Road, Bourne..	Vancouver, B.C	8 00
3820	" 13....	John Roy Andrews... .	Master....	Hantsport, N.S.....	Yarmouth, N.S.....	15 00
3821	" 13....	Edgar J. Inness.....	"	Liverpool, N.S.....	"	15 00
3822	" 17....	Michael Howard	Mate.....	New York, U.S.A....	"	8 00
3823	Dec. 1.... 1909	B. Walter C. Manning..	Master....	Bridgewater, N.S. . .	"	15 00
3824	Jan. 19...	John McGregor McLeay	Mate.....	Vancouver, B.C.....	Vancouver, B.C.....	8 00
3825	" 19...	William Wilson.	2nd Mate.	"	"	8 00
3826	" 19...	Alexander Cameron.....	" ..	St. Peters, B.C..	Yarmouth, N.S.....	8 00
3827	" 20...	Charles J. Stuart	Master....	Toronto, Ont.....	Ottawa, Ont.....	15 00
3828	Feb. 3....	Wm. F. S. Flowerdew ..	Mate....	Cheshire, Eng.....	Victoria, B.C.....	8 00
3829	" 3 ...	Harry Wallis.	Master...	Yarmouth, N.S.....	Yarmouth, N.S.....	15 00
3830	" 3 ...	Wilfred Lockhart.....	Mate, F. & A. only	Hantsport, N.S.....	"	8 00
3831	" 23....	Reginald Rose	2nd Mate F & A. only	Cheverie, N.S.....	"	8 00
3832	" 23....	Arthur M. Phinney....	Master...	Parrsboro', N.S.....	"	15 00
				Total.....	.....	.....

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CERTIFICATES of service issued to masters and mates, from April 1, 1908, to March 31, 1909.

Number of certificate.	Date of certificate.	Name.	Grade.	Address.	When examination was passed.	Fee.
	1908.					$ cts.
				Brought forward..	.....	.....
3407	June 11 ..	Louis J. A. Rosa	Mate... .	Quebec, P.Q	Quebec, P.Q.....	4 00
3408	" 17 ..	Arsene Massicotte	Master...	St. Jean des Chaillons, P.Q.	Montreal.....	8 00
3409	Oct. 19...	Isaac Lake	"	Parrsboro', N.S.	Parrsboro', N.S.....	8 00
	1909					
3410	Mar. 8 ...	James Low....	Master...	Port Dover, Ont	Toronto, Ont.....	8 00
						28 00
				Total	.....	3324 00

APPENDIX No. 45.

STATEMENT showing the result of returns of shipping and discharging of seamen, received by the Department of Marine and Fisheries, in accordance with the provisions of Chapter 113, 'An Act respecting Shipping in Canada,' from Shipping-Masters throughout the Dominion, for the half year ended June 30, 1909 and December 31, 1909.

NOTE.—The Collector of Customs acts as Shipping-Master where no other Shipping-Master is appointed.

QUEBEC.

Name of Port.	Name of County.	Name of Shipping-Master.	For half-year ended June 30, 1909.			For half-year ended December 31, 1909.			Total Seamen shipped.	Total Seamen discharged.	Total Amount.
			Seamen shipped.	Seamen discharged.	Amount.	Seamen shipped.	Seamen discharged.	Amount.			
					$ cts.			$ cts.			$ cts.
Escoumains	Saguenay	No returns									
Gaspé	Gaspé	F. G. Eden				25	17	17 60	25	17	17 60
Magdalen Islands	"	No returns									
Montreal	Hochelaga	William Cunningham	995	424	634 70	3,247	729	1,842 20	4,242	1,153	2,476 90
Paspebiac	Bonaventure	P. C. Beauchesne	4	7	4 10	7	10	6 50	11	17	10 60
Percé	Gaspé	No returns									
Quebec	Quebec	T. Beland	239	52	140 30	81	186	114 90	310	238	255 20
Rimouski	Rimouski	No returns									
St. Johns	St. Johns	"									
Three Rivers	Three Rivers	Alex Houlison				14	3	7 90	14	3	7 70

NEW BRUNSWICK.

Alma	Albert	No returns									
Bathurst	Gloucester	"									
Buctouche	Kent	J. J. Leblanc									
Chatham	Northumberland	R. J. Walls	10	9	7 70	36	22	24 60	46	31	32 30
Dalhousie	Restigouche	George Haddow				3	6	3 30	3	6	3 30
Dorchester	Westmorland	W. D. Wilber	18	3	9 90	20	12	13 60	38	15	23 50
Fredericton	"	No returns									
Grand Harbour	Charlotte	"									
Harvey	Albert	"									
Hillsborough	"	William Woodworth	3	3	2 40				3	3	2 40
Lepreaux	Charlotte	No returns									
Moncton	Westmorland	"									
Musquash	St. John	C. C. Clinch	Nil								

New Brandon	Gloucester	No returns										
Newcastle	Northumberland	John Russel								4	7	4 10
Quaco	St. John	No returns										
Riverside	Albert	Charles Morris	Nil.	Nil.		4	4	3 20	4	4	3 20
Rockport	Westmorland	No returns										
Sackville	"	"										
St. Andrews	Charlotte	W. Snodgrass	1	1	80		2	60	1	3	1 40
St. George	"	James McKay				1		50	1		50
St. John	St. John	W. H. Purdy	1,511	358	862 90	851	438	556 90	2,362	796	1,418 80
Shediac	Westmorland	No returns									
Shippigan	Gloucester	"									
St. Martins	St. Johns	J. R. McDonough				41	27	28 60	41	27	28 60
St. Stephen	Charlotte	No returns									

NOVA SCOTIA.

Advocate Harbour	Cumberland	William Moore	3		1 50	10	15	9 50	13	15	10 00
Amherst	"	B. W. Baker	4	24	9 20				4	24	9 20
Annapolis	Annapolis	E. McCormick	27	23	25 40	91	39	57 20	118	62	82 60
Antigonish	Antigonish	No returns									
Apple River	Cumberland	H. H. Mosher				22	17	16 40	22	16	16 40
Arichat	Richmond	D. O. Thaddon				25	14	16 70	25	14	16 70
Aspy Bay	Victoria	No returns									
Baddeck	"	"									
Barrington	Shelburne	D. Sargent	4		2 00	2	4	2 20	6	4	4 20
Barton	Digby	F. W. Hutcheson	31	8	17 90	52	78	49 40	83	86	67 30
Bayfield	Antigonish	Charles Gass	Nil.	Nil.							
Beliveau Cove	Digby	E. E. Theriault	31	32	29 10	35	45	31 00	66	77	60 10
Bear River	"	W. W. Wade	23	18	16 90	29	42	27 10	52	60	44 00
Beaver Harbour	Halifax	No returns									
Bridgewater	Lunenburg	W. W. Owen	50	41	37 30	96	85	73 50	146	126	110 80
Canning	Kings	No returns									
Canso	Guysborough	P. C. Cullen	26	3	1 90	42	3	21 90	68	6	53 80
Church Point	Digby	J. H. LeBlanc	7	1	3 80	14	5	8 50	21	6	12 30
Clark's Harbour	Shelburne	Ephraim Nickerson	4	1	2 30	4		2 00	8	1	4 30
Clementsport	Annapolis	W. C. Jones	40	25	27 50	29	30	23 50	69	55	51 00
Digby	Digby	J. W. Viets	24	15	16 50	14	10	10 00	38	25	26 50
Guysborough	Guysborough	H. M. Scott	6		3 00				6		3 00
Glace Bay	Cape Breton	Marcellus Poirier	10	1	5 30	2	11	4 00	12	12	9 30
Halifax	Halifax	Howard Blyh	1,863	1,562	1,400 10	1,423	1,211	1,078 80	3,286	2,773	2,478 90
Hantsport	Hants	J. W. Lawrence	9	29	13 20	27	7	15 60	36	36	28 80
Harbour au Bouche	Annapolis	J. M. Crispo				5	3	3 40	5	3	3 40
Jordan Bay	Shelburne	E. Lyle Martin	Nil.	Nil.		1	1	80	1	1	80
Lingan	Cape Breton	No returns									
Liscomb	Guysborough, L. W. Pye	L. W. Pye	20	1	10 30	9	12	8 10	29	13	18 40
Liverpool	Queens	No returns									
Lockport	Shelburn	J. R. Ruckles				64	9	34 70	64	9	34 70

STATEMENT showing returns respecting Shipping and Discharging of Seamen, &c.

NOVA SCOTIA—*Continued.*

Name of Port.	Name of County.	Name of Shipping-Master.	For half-year ended June 30, 1909.			For half-year ended December 31, 1909.			Total Seamen shipped.	Total Seamen discharged.	Total Amount.
			Seamen shipped.	Seamen discharged.	Amount.	Seamen shipped.	Seamen discharged.	Amount.			
					$ cts.			$ cts.			$ cts.
Londonderry	Colchester	H. J. Blaikie									
Louisburg	Cape Breton	William Lewis	205	70	123 50	37	60	46 50	37	60	46 50
Lunenburg	Lunenburg	B. C. Knock	242	271	288 30	240	130	160 50	482	401	448 80
Mahone Bay	"	A. F. Swicker				80	57	57 10	80	57	57 10
Main-a-Dieu	Cape Breton	No returns									
Maitland	Hants	Thomas C. Dickie				11	5	6 00	11	5	6 00
Margaree	Inverness	No returns									
Margaretsville	Annapolis	"									
Merigomish	Pictou	"									
Meteghan	Digby	E. N. Doucett				11	7	7 60	11	7	7 60
Mulgrave	Guysborough	No returns									
North East Harbour	Shelburne	"									
North Sydney	Cape Breton	M. J. Ross							820	365	519 50
Parrsborough	Cumberland	D. K. Holmes	82	22	62 60	142	120	107 00	224	142	169 60
Pictou	Pictou	John Waters	13	10	9 50	64	65	51 50	77	75	61 00
Port Gilbert	Digby	No returns									
Port Gravelle	Cumberland	"									
Port Hawkesbury	Inverness	James McLane	8	6	5 80	14	7	9 10	22	13	14 70
Port Hastings	"	George L. McLean	2	1	1 30	3	2	2 30	5	3	3 60
Port Hood	"	No returns									
Port la Tour	Shelburne	Benj. R. Smith	Nil.				2	60		2	60
Port Mulgrave	Guysborough	M. J. Keating	Nil.			19	20	15 50	19	20	15 50
Port Lorne	Annapolis	A. Grant	Nil.			Nil.	Nil.				
Port Medway	Queens	No report									
Port Morien	Cape Breton	"									
Port Williams	Kings	"									
Port Wade	Annapolis	E. H. Potter				5	0	2 50	5	0	2 50
Pubnico	Yarmouth	W. H. Amiro	Nil.			0	5	1 50	0	5	1 50
Pugwash	Cumberland	No returns									
River Hibert	"	A. W. Pugsley				24	17	17 10	24	17	17 10
St. Annes	Victoria	Alex. McLeod	Nil.								

St. Peters	Richmond	E. M. Morrison	0	0	0	8	4	5 20	8	4	5 30
Salmon River	Digby	Edward Doucette					4	1 20	0	4	1 20
Sheet Harbour	Halifax	Thos. H. Hall	Nil.								
Shelburne	Shelburne	W. W. Atwood	16	8	10 40	38	26	26 80	54	34	37 20
Sydney	Sydney	James Rudderham	236	37	130 10	233	210	197 50	469	247	327 60
Thorne's Cove	Annapolis	No returns									
Truro	Colchester	"									
Tatamagouche	"	"									
Wallace	Cumberland	"									
Walton	Hants	Howard Woolhaver									
West Arichot	Richmond	N. P. Pourier	4	0	2 00	9	4	5 70	13	4	7 70
Weymouth	Digby	A. H. Brooks	33	24	23 70	50	33	34 90	83	57	58 60
Windsor	Hants	No returns									
Wolfville	Kings	"									
Yarmouth	Yarmouth	N. F. N. F. Trefry	425	442	315 10	379	411	312 80	804	853	627 90

PRINCE EDWARD ISLAND.

Alberton	Prince	No returns									
Charlottetown	Queens	F. Beers	104	63	61 90	91	110	87 50	195	203	149 40
Crapaud	"	Robert McDonald	3	0	1 50	6	2	3 60	9	2	5 10
Georgetown	Kings	Charles Owen	14	0	7 00				14	0	7 00
Malpaque	Prince	No returns									
Murray Harbour	Queens	H. J. Brehaut	Nil.								
Pinette	"	No returns									
Port Hill	Prince	"									
St. Peter's	Kings	Chas. Waye									
Souris	"	No returns									
Summerside	Prince	"									
Tignish	"	A. I. Gaudet									
Montague	Kings	S. Mutch	4	0	2 00						

BRITISH COLUMBIA.

*Aboucet	Vancouver	No returns									
Clayoquot	Comox-Atlin	John Grice					25	7 50		25	7 50
Hesquait	Vancouver	No returns									
Kyirquot	Comox	William K. Faker				11	0	5 50	11	0	5 50
Masset Inlet	Queen Charlotte	Charles Harrison	Nil.	Nil.							
West Westminster	New Westminster	Angus Munn	22	2	5 80	2	0	0 50	24	2	6 30
Victoria	Victoria	George Kirkendale	959	828	727 90	872	807	678 10	1,831	1,635	906 00
Vancouver	New Westminster	D. McPhaiden	777	687	700 60	817	900	852 10	1,594	1,587	1552 10

STATEMENT showing returns respecting Shipping and Discharging of Seamen, etc.

RECAPITULATION.

———	Total Seamen Shipped.	Total Seamen Discharged.	Total Amount of Fees Collected.
			$ cts.
Quebec	6,948	1,428	2,768 09
New Brunswick	2,503	892	1,518 10
Nova Scotia	7,373	5,799	5,572 30
P. E. Island	218	205	161 50
British Columbia	3,460	3,249	2,477 40
	20,502	11,573	12,497 39